TERMINAL SUPERINTENDENT

L. F. TADLOCK	El Paso, Texas

ASSISTANT TERMINAL SUPERINTENDENT

L. C. CODY	El Paso, Texas

TRAINMASTERS

J. A. REYNOLDS	Tucumcari, N. M.
W. H. FERGUSON	El Paso, Texas
T. T. HURLEY	Douglas, Arizona
LEONARD WISE	Douglas, Arizona
W. T. HABERLY	Carrizozo, N. M.

TERMINAL TRAINMASTERS

D. J. McFATE	Lordsburg, N. M.
J. W. TAYLOR	Lordsburg, N. M.
CHARLES E. MEDEMA	Carrizozo, N. M.
SAM W. MATTHEWS	Carrizozo, N. M.
W. E. BRITTON	Lordsburg, N. M.

ROAD FOREMEN OF ENGINES

F. A. DRISCOLL	Tucumcari, N. M.
R. U. McNELLY	Douglas, Arizona
HARRY NATIONS	El Paso, Texas

ASSISTANT TRAINMASTER— DIVISION EXAMINER

F. M. DUFFY	El Paso, Texas

CHIEF TRAIN DISPATCHERS

W. A. GLENN	El Paso, Texas
H. F. WILSON	Tucumcari, N. M.

W. R. ADAIR
Assistant Superintendent, El Paso

SOUTHERN PACIFIC COMPANY

RIO GRANDE DIVISION TIMETABLE

32

EFFECTIVE SUNDAY, JUNE 2, 1946
AT 12:01 A. M.
MOUNTAIN STANDARD TIME

FOR THE GOVERNMENT AND INFORMATION
OF EMPLOYES ONLY

J. W. CORBETT,
General Manager.

R. E. HALLAWELL,
H. R. HUGHES,
Assistant General Managers.

G. C. BAKER,
General Superintendent of Transportation.

C. H. GRANT,
Superintendent of Transportation.

V. M. PETTERSON,
Superintendent.

HOSPITAL DEPARTMENT SURGEONS

LOCATION	NAME	TITLE
San Francisco	Dr. W. W. Washburn	Chief Surgeon
Tucson	Dr. C. A. Thomas	Assistant to Chief Surgeon
Tucson	Dr. N. K. Thomas	Division Physician and Surgeon
Tucson	Dr. R. G. Dryer	District Physician and Surgeon
Tucson	Dr. R. F. Oyler	District Physician and Surgeon
Tucson	Dr. C. C. Whittle	Oculist and Aurist
Benson	Dr. J. M. Hesser	District Physician and Surgeon
Lordsburg	Dr. C. B. Austin	District Physician and Surgeon
Duncan	Dr. K. L. Fife	Emergency Physician and Surgeon
Clifton	Dr. C. H. Laugharn	District Physician and Surgeon
Deming	Dr. J. G. Moyer	District Physician and Surgeon
Deming	Dr. L. J. Whitaker	Asst. Dist. Physician and Surgeon
Deming	Dr. B. D. Rodgers	Asst. Dist. Physician and Surgeon
Tyrone	Dr. N. D. Frazin (Silver City)	Emergency Physician and Surgeon
El Paso	Dr. E. W. Reinheimer	Division Physician and Surgeon
El Paso	Dr. F. G. Evans	District Physician and Surgeon
El Paso	Dr. Russell Holt	District Physician and Surgeon
El Paso	Dr. T. K. Preston	District Physician and Surgeon
El Paso	Dr. H. W. Dietrich	Asst. Dist. Physician and Surgeon
El Paso	Dr. F. G. Schuster	Oculist and Aurist
El Paso	Dr. S. A. Schuster	Oculist and Aurist
El Paso	Dr. E. H. Irvin	Oculist and Aurist
El Paso	Dr. J. D. Martin	Assistant Oculist and Aurist
Columbus	Dr. A. L. Oxford	District Physician and Surgeon
Douglas	Dr. N. V. Alessi	District Physician and Surgeon
Douglas	Dr. A. K. Duncan	Asst. Dist. Physician and Surgeon
Douglas	Dr. H. M. Helm	Asst. Dist. Physician and Surgeon
Bisbee	Dr. H. W. Rice	District Physician and Surgeon
Bisbee	Dr. Joseph Saba	Asst. Dist. Physician and Surgeon
Naco	Dr. W. F. Haas	District Physician and Surgeon
Tombstone	Dr. G. O. Webb	District Physician and Surgeon
Patagonia	Dr. J. H. Bryant	Emergency Physician and Surgeon
Alamogordo	Dr. F. B. Evans	District Physician and Surgeon
Alamogordo	Dr. E. P. Simms	Asst. Dist. Physician and Surgeon
Alamogordo	Dr. E. T. Faigle	Asst. Dist. Physician and Surgeon
Carrizozo	Dr. P. M. Shaver	District Physician and Surgeon
Carrizozo	Dr. J. P. Turner	Asst. Dist. Physician and Surgeon
Corona	Dr. L. H. Barry	District Physician and Surgeon
Santa Rosa	Dr. Z. E. Funk	District Physician and Surgeon
Tucumcari	Dr. O. E. Brown	District Physician and Surgeon
Tucumcari	Dr. C. H. Ferguson	Asst. Dist. Physician and Surgeon
Tucumcari	Dr. W. M. Thaxton	Asst. Dist. Physician and Surgeon
Roy	Dr. T. F. Self	District Physician and Surgeon
Dawson	Dr. C. S. Hart	District Physician and Surgeon

Note.—Energency surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

HOSPITALS

GENERAL HOSPITAL	SAN FRANCISCO, CALIF.
ST. MARY'S	TUCSON, ARIZ.
HOTEL DIEU	EL PASO, TEXAS

MESCAL SUBDIVISION

EASTWARD

Capacity of sidings in car lengths	SECOND CLASS				FIRST CLASS					Mile Post Location		Timetable No. 32 June 2, 1946		Distance from Tucson
	964 Freight	942 Mixed	962 Freight	960 Freight			48 Mail and Express	44 Californian	4 Golden State Limited			STATIONS		
	Leave Daily	Leave Tues., Fri.	Leave Daily	Leave Daily			Leave Daily	Leave Daily	Leave Daily					
Tucson yd. BKWCOTYP										983.9	Automatic Block System	TO-R TUCSON	No. 1 Track	0.0
										984.7		0.8 T&NRR JCT.		0.8
										987.7		3.0 POLVO		3.8
74 P										997.8		10.1 RITA		13.9
74 P										1003.7		5.9 VAIL		19.8
66 P										1012.9		9.2 MARSH		29.0
S 85 N 94 Yard Limits CIYP	PM 6.10		AM 9.05	AM 3.10			PM 2.15	PM 12.25	AM 1.35	1022.2		9.3 TO-R MESCAL		38.3
74 P	6.18		9.15	3.18			2.18	12.28	1.38	1024.5		2.3 MIRAMONTE		40.6
74 WP	6.26		9.25	3.26			2.23	12.32	1.42	1028.6		4.1 WHETSTONE		44.7
83 P	6.39		9.38	3.38			2.30	12.39	1.49	1035.5		6.9 SAN JUAN		51.6
75 P	6.52		**9.55**	3.51			2.39	12.47	1.57	1043.1		7.6 BOQUILLAS		59.2
Yd. Lmts. P	6.58		10.01	3.57			2.43	12.51	2.01	1046.4		3.3 BENSON JCT.		62.5
74 KWOYP	7.13	PM 12.40	10.16	4.12			s 2.50	s 12.53	2.03	1048.2		1.8 TO-R FAIRBANK		64.3
71 P	7.25	12.52	10.28	4.24			3.00	1.02	2.12	1054.7		6.5 CHARLESTON		70.8
75 Yard Limits YP	7.35	1.00 PM	10.38	4.34			f **3.10**	1.07	2.17	1058.8		4.1 LEWIS SPRINGS		74.9
76 P	7.50		10.50	4.49			3.18	1.15		1064.9		6.1 SAN PEDRO		81.0
60 WP	8.05		11.02	5.04			s 3.25	f 1.21	2.30	1069.0		4.1 TO HEREFORD		85.1
74 P	8.20		11.17	5.19			3.34	1.29	2.38	1075.1		6.1 STARK		91.2
66 P	8.34		11.32	5.33			s 3.43	f 1.37	2.46	1081.2		6.1 NACO		97.3
66 Bisbee yard WYP	8.42		11.47	5.41			s 3.53	s 1.42	f 2.51	1085.0		3.8 TO-R BISBEE JCT.		101.1
75 P	8.54		AM 11.59	5.53			4.01	1.49	2.58	1089.7		4.7 CROOK		105.8
75 WP	9.09		PM 12.14	6.08			4.11	**1.59**	3.08	1096.9		7.2 FORREST		113.0
69 P	9.22		12.28	6.21			4.20	2.08	3.17	1104.3		7.4 CALUMET		120.4
Douglas yard BKWOTYP	9.30 PM		12.35 PM	6.30 AM			s 4.24 PM	s 2.12 PM	s 3.21 AM	1107.0		2.7 TO-R DOUGLAS		123.1
	Arrive Daily	Arrive Tues., Fri.	Arrive Daily	Arrive Daily			Arrive Daily	Arrive Daily	Arrive Daily			(123.1)		
	(3.20) 25.44	(0.20) 31.80	(3.30) 24.22	(3.20) 25.44			(2.09) 39.45	(1.47) 47.55	(1.46) 48.00			Time over District Average Speed per Hour		

Westward trains will use No. 1 Track, Rio Grande Division, Mescal to Tucson, and eastward trains will use No. 2 Track, Tucson Division, Tucson to Mescal, under double track rules.

All trains will move with caution between west yard limit and east switch Fairbank.

Trains to and from Benson-Fairbank Branch may move under block signal indication between east switch Fairbank and Benson Jct. after receiving authority from train dispatcher to occupy main track. Eastward trains on Benson-Fairbank Branch must not pass block signal 10464 on branch or foul main track until authorized by train dispatcher. Normal indication of signal 10464 will be Stop, except when main track switch Benson Jct. is lined for Benson-Fairbank Branch, signal will then indicate Proceed if block is clear. Benson-Fairbank Branch trains must avoid delaying main line trains and must not pass block signal 10464, or signal 10477, if in other than Proceed position, except as provided by Rule 99.

Trains except first class, must move with caution between Douglas and west switch Calumet.

RULE 5. Schedule time and train-order time for westward trains at Mescal apply at west end of westward crossover, and for eastward trains apply at east end eastward crossover.

RULES 86, 87 and 93. Second and third-class trains, extra trains and engines must be clear of main track and insulated joints at meeting and passing points for Nos. 1, 3 and 4.

MESCAL SUBDIVISION

WESTWARD

Distance from Tucson	Mile Post Location			Timetable No. 32 June 2, 1946		Distance from Douglas	FIRST CLASS						THIRD CLASS		
							3 Golden State Limited	47 Mail and Express	43 Californian	5 Argonaut	1 Sunset Limited		943 Mixed		
				STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Tues., Fri.		
0.	983.9	Automatic Block System	TO-R	TUCSON 0.8	No. 1 Track	123.1	AM s 9.16	AM s 11.20	PM s 4.40	PM s 4.55	PM s 9.30				
0.	984.7			T&NRR JCT. 3.0		122.3									
3.	987.7			POLVO 10.1		119.3	9.05	11.09	4.30	4.45	9.20				
13.	997.8			RITA 5.9		109.2		10.57	4.18	4.33	9.08				
19.	1003.7			VAIL 9.2		103.3	8.49	10.48	4.10	4.25	9.00				
29.	1012.9			MARSH 9.3		94.1	8.40	10.35	3.58	4.13	8.48				
38.	1022.2		TO-R	MESCAL 2.3		84.8	8.31	f 10.22	3.45 PM	4.00	8.35 PM				
40.	1024.5			MIRAMONTE 4.1		82.5	8.28	10.17		3.55					
44.	1028.6			WHETSTONE 6.9		78.4	8.24	10.12		3.50					
51.	1035.5			SAN JUAN 7.6		71.5	8.17	10.04		3.43					
59.	1043.1			BOQUILLAS 3.3		63.9	8.09	**9.55**		3.35					
62.	1046.4			BENSON JCT. 1.8		60.6	8.05	9.50		3.30					
64.	1048.2		TO-R	FAIRBANK 6.5		58.8	8.03	s 9.47		s 3.27			PM s 3.46		
70.	1054.7			CHARLESTON 4.1		52.3	7.54	9.37		3.15			f 3.34		
74.	1058.8			LEWIS SPRINGS 6.1		48.2	7.49	f 9.31		**3.10**			3.25 PM		
81.	1064.9			SAN PEDRO 4.1		42.1		9.23		3.02					
85.	1069.0		TO	HEREFORD 6.1		38.0	7.36	s 9.16		s 2.56					
91.	1075.1			STARK 6.1		31.9		9.06		2.46					
97.	1081.2			NACO 3.8		25.8	7.20	s 8.58		s 2.38					
10	1085.0		TO-R	BISBEE JCT. 4.7		22.0	f 7.15	s 8.52		s 2.30					
10	1089.7			CROOK 7.2		17.3	7.08	8.39		2.13					
11	1096.9			FORREST 7.4		10.1	6.58	8.27		**1.59**					
12	1104.3			CALUMET 2.7		2.7		8.15		1.45					
12	1107.0		TO-R	DOUGLAS		0.0	6.45 AM	8.10 AM		1.40 PM					
				(123.1)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Tues., Fri.		
				............Time over District............ ....Average Speed per Hour........			(2.31) 48.91	(3.10) 38.76	(0.55) 41.78	(3.15) 37.87	(0.55) 41.78		(0.21) 30.29		

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RULE 5. Schedule time and train-order time for westward trains at Mescal apply at west end of westward crossover, and for eastward trains apply at east end eastward crossover.

RULES 86, 87 and 93. Second and third-class trains, extra trains and engines must be clear of main track and insulated joints at meeting and passing points for Nos. 1, 3 and 4.

EASTWARD						Timetable No. 32		WESTWARD		
	SECOND CLASS					June 2, 1946		THIRD CLASS		
Capacity of sidings in car lengths	944 Mixed	942 Mixed	940 Mixed	Mile Post Location		Benson-Fairbank Branch	Distance from Fairbank	941 Mixed	943 Mixed	945 Mixed
	Leave Mon., Thurs.	Leave Tues., Fri.	Leave Wed., Sat.			STATIONS		Arrive Wed., Sat.	Arrive Tues., Fri.	Arrive Mon., Thurs.
Yard Limits BKWOYP	AM 8.00	AM 11.00	AM 11.00	1032.6	TO-R	BENSON	19.8	PM s 4.05	PM s 5.25	PM s 5.25
						7.2				
Yard Limits 18 P	s 8.45	s 11.45	s 11.45	1039.8	TO	CURTISS	12.6	s 3.35	s 4.55	s 4.55
						2.6				
10	8.53	AM 11.55	AM 11.55	1042.4		LAND	10.0	3.15	4.35	4.35
						8.2				
Yd. Lmts. P	9.20	PM 12.20	PM 12.20	1050.6 1046.4	A. B. S.	BENSON JCT.	1.8	2.50	4.10	4.10
						1.8				
74 KWOYP	s 9.30 AM	s 12.30 PM	s 12.30 PM	1048.2	TO-R	FAIRBANK	0.0	2.40 PM	4.00 PM	4.00 PM
	Arrive Mon., Thurs.	Arrive Tues., Fri.	Arrive Wed., Sat.			(19.8)		Leave Wed., Sat.	Leave Tues., Fri.	Leave Mon., Thurs.
	(1.30) 13.20	(1.30) 13.20	(1.30) 13.20			Time over District Average Speed per Hour		(1.25) 13.98	(1.25) 13.98	(1.25) 13.98

Eastward trains on Benson-Fairbank Branch must not pass block signal 10464 or foul main track until authorized by train dispatcher.

Apache Powder Co. Spur MP 1039.6 Nos. 940, 942, 944, 941, 943 and 945, stop on signal.

EASTWARD				Timetable No. 32		WESTWARD
	SECOND CLASS			June 2, 1946		THIRD CLASS
Capacity of sidings in car lengths	944 Mixed	Mile Post Location		Patagonia Branch	Distance from Patagonia	945 Mixed
	Leave Mon., Thurs.			STATIONS		Arrive Mon., Thurs.
Yard Limits 74 KWOYP	AM 10.00	1048.2	TO-R	FAIRBANK	43.8	PM s 3.30
				11.2		
36 P	f 10.40	1062.5		CAMPSTONE	32.6	f 2.50
				11.3		
32 P	f 11.15	1073.8		ELGIN	21.3	f 2.16
				8.3		
Yard Limits 35 P	AM s 11.35	1082.1		SONOITA	13.0	s 1.46
				6.3		
	f	1088.4		ASHBURN	6.7	f
				6.7		
Yard Limits 34 WTP	s 12.30 PM	1095.1		PATAGONIA	0.0	1.01 PM
	Arrive Mon., Thurs.			(43.8)		Leave Mon., Thurs.
	(2.30) 17.52			Time over District Average Speed per Hour		(2.29) 17.64

Trains 944 and 945 stop on signal at Perrin Trust Ranch House MP 1069.2.

RULE 82 (A). Schedule of No. 945 may be assumed by crew arriving Patagonia on No. 944 without clearance.

Westward trains Patagonia Branch must not foul main track Fairbank until authorized by train dispatcher.

EASTWARD		SECOND CLASS			Timetable No. 32 June 2, 1946		WESTWARD THIRD CLASS
Capacity of sidings in car lengths		940 Mixed Leave Wed., Sat.	Mile Post Location		Tombstone Branch **STATIONS**	Distance from Tombstone	941 Mixed Arrive Wed., Sat.
Yard Limits 74	KWOYP	PM 1.10	1048.5	TO-R	**FAIRBANK**	9.0	PM s 2.30
12		s 1.40 PM	1057.5		9.0 **TOMBSTONE**	0.0	2.00 PM
		Arrive Wed., Sat.			(9.0)		Leave Wed., Sat.
		(0.30) 18.00			Time over District Average Speed per Hour		(0.30) 18.00

RULE 82 (A). Schedule of No. 941 may be assumed by crew arriving Tombstone on No. 940 without clearance.

EASTWARD		SECOND CLASS			Timetable No. 32 June 2, 1946		WESTWARD THIRD CLASS
Capacity of sidings in car lengths		942 Mixed Leave Tues., Fri.	Mile Post Location		Ft. Huachuca Branch **STATIONS**	Distance from Ft. Huachuca	943 Mixed Arrive Tues., Fri.
75	YP	PM 1.10	1058.8		**LEWIS SPRINGS**	13.2	PM s 3.15
Yd. Lmts. 40	W	f 1.35	1068.9		10.1 **GARDEN CANON**	3.1	f 2.50
Yd. Lmts. 35	YB	s 1.50 PM	1072.0	TO-R	3.1 **FT. HUACHUCA**	0.0	2.40 PM
		Arrive Tues., Fri.			(13.2)		Leave Tues., Fri.
		(0.40) 19.80			Time over District Average Speed per Hour		(0.35) 22.63

RULE 82 (A). Schedule of No. 943 may be assumed by crew arriving Ft. Huachuca on No. 942 without clearance.

If no operator on duty extra trains originating at Ft. Huachuca may leave without obtaining clearance.

Capacity of sidings in car lengths		EAST-WARD ↓ Mile Post Location	Timetable No. 32 June 2, 1946 Bisbee-Lowell Cutoff **STATIONS**	WEST-WARD ↑ Distance from Lowell
75	P	1088.3	**CORTA**	2.8
		1089.6	1.3 **WARREN**	1.5
		1091.7	1.5 **LOWELL**	0.0
			(2.8)	

Capacity of sidings in car lengths		EAST-WARD ↓ Mile Post Location		Timetable No. 32 June 2, 1946 Bisbee Branch **STATIONS**	WEST-WARD ↑ Distance from Bisbee
Bisbee yard 66	WYP	1085.0	TO	**BISBEE JCT.**	7.9
Bisbee yard 75	P	1088.3		3.3 **CORTA**	4.6
Bisbee yard	BOYP	1089.8	A. B. S.	1.5 **DON LUIS**	3.1
Bisbee yard 22		1090.8	A. B. S.	1.0 **GALENA**	2.1
Bisbee yard		1091.7	A. B. S.	0.9 **LOWELL**	1.2
Bisbee yard 16	KP	1092.9	A. B. S.	1.2 **BISBEE**	0.0
				(7.9)	

HACHITA SUBDIVISION

EASTWARD

Capacity of sidings in car lengths		SECOND CLASS			FIRST CLASS			Mile Post Location	Automatic Block System		Timetable No. 32 June 2, 1946 STATIONS	Distance from Douglas
		964 Freight	962 Freight	960 Freight	48 Mail and Express	44 Californian	4 Golden State Limited					
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					
	Douglas yard BKWOTYP	PM 10.30	PM 1.30	AM 8.00	PM 4.40	PM 2.20	AM 3.28	1107.0		TO-R	**DOUGLAS**	0.0
68	P	10.48	1.50	8.20	4.48	2.29	3.33	1111.8			4.8 **ACACIA**	4.8
75	P	11.03	2.05	8.35	4.55	2.38	3.38	1115.7			3.9 **LEE**	8.7
75	WP	11.28	2.30	9.00	5.05	2.48	3.46	1121.1			5.4 **CAZADOR**	14.1
74	P	11.43	2.45	9.15	5.14	2.57	3.54	1126.6			5.5 **PERILLA**	19.6
75	P	PM 11.55	2.57	9.27	f 5.19	3.03	3.58	1130.6		TO	4.0 **BERNARDINO**	23.6
75	P	AM 12.10	**3.13**	9.43	5.28	**3.13**		1137.7			7.1 **CHIRICAHUA**	30.7
75	P	12.24	3.27	9.57	5.38	3.23	4.15	1147.1			9.4 **APACHE**	40.1
74	P	12.37	3.40	10.10	5.44	3.30	4.20	1152.7			5.6 **MORA**	45.7
103	WP	12.56	3.59	10.30	s 5.52	f 3.38	4.27	1158.7		TO	6.0 **RODEO**	51.7
74	P	1.08	4.11	10.42	6.01	3.47		1163.9			5.2 **APAN**	56.9
44	P	1.28	4.31	11.02	6.11	3.57	4.42	1170.5			6.6 **PRATT**	63.5
54	P	1.38	4.41	11.12	s 6.17	4.04	4.48	1175.9		TO	5.4 **ANIMAS**	68.9
74	P	1.50	4.53	11.24	6.24	4.11	4.54	1181.4			5.5 **ANTELOPE**	74.4
74	P	2.02	5.05	**11.40**	6.33	4.20	**5.02**	1187.8			6.4 **PLAYAS**	80.8
74	P	2.12	5.15	AM 11.50	6.40	4.27	5.09	1193.4			5.6 **GRADE**	86.4
78	P	2.24	5.27	PM 12.02	6.48	4.35	5.15	1198.1			4.7 **VISTA**	91.1
74	P	2.32	5.35	12.10	6.54	4.41	5.21	1202.9			4.8 **MINERO**	95.9
75	Yard Limits WOYP	2.47	5.50	12.25	s 6.59	f 4.48	**5.25**	1206.3		TO	3.4 **HACHITA**	99.3
74	P	3.07	6.08	12.43	7.10	4.58		1212.6			6.3 **CONTINENTAL**	105.6
74	P	3.19	6.19	12.54	7.17	5.05	5.39	1218.1			5.5 **VICTORIO**	111.1
71	P	3.35	6.34	1.09	7.26	5.15	5.48	1225.6			7.5 **SAVOYA**	118.6
36	WP	3.45	6.46	1.21	7.33	5.23	5.55	1230.9			5.3 **HERMANAS**	123.9
74	P	**4.03**	6.56	1.31	7.40	5.30	6.01	1236.0			5.1 **FORD**	129.0
74	P	**4.29**	7.08	1.43	7.49	5.39	6.10	1242.9			6.9 **MIMBRES**	135.9
83	WP	4.50	7.28	2.05	s 8.02	s 5.49	6.19	1250.3		TO	7.4 **COLUMBUS**	143.3
74	P	5.00	7.40	2.17	8.11	5.57	6.27	1256.8			6.5 **MIRIAM**	149.8
75	P	5.13	7.53	2.30	8.20	6.06	6.35	1263.6			6.8 **ARENA**	156.6
75	P	5.24	8.04	2.41	8.27	6.13	6.42	1268.9			5.3 **ALTAIR**	161.9
72	P	5.34	8.14	2.51	8.34	6.20	6.49	1274.5			5.6 **MALPAIS**	167.5
75	P	5.42	8.22	2.59	8.39	6.25	6.54	1278.5			4.0 **MARK**	171.5
74	WP	5.54	8.35	3.12	f 8.49	6.34	7.03	1285.6		TO	7.1 **MT. RILEY**	178.6
75	P	6.04	8.46	3.22	8.58	6.44	7.10	1291.2			5.6 **POTRILLO**	184.2
75	WP	6.20	9.02	3.37	9.08	6.54	7.20	1299.0			7.8 **NORIA**	192.0
74	P	6.38	**9.20**	3.53	**9.20**	7.06	7.32	1308.9			9.9 **MASTODON**	201.9
75	P	7.00 AM	9.40 PM	4.15 PM	9.32 PM	7.18 PM	7.44 AM	1317.7		TO-R	8.8 **ANAPRA**	210.7
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				(210.7)	
		(8.30) 24.78	(8.10) 25.80	(8.15) 25.53	(4.52) 43.29	(4.58) 42.42	(4.16) 49.38				..........Time over District.......... ....Average Speed per Hour..........	

RULE 5 Schedule time and train-order time at Anapra apply as follows: For westward trains at west switch of east crossover; for eastward trains for Deming Subdivision at east switch of west crossover, and for eastward trains on Hachita Subdivision at east switch of east crossover.

RULES 86, 87 and 93. Second and third-class trains, extra trains and engines must be clear of main track and insulated joints at meeting and passing points for Nos. 3 and 4.

HACHITA SUBDIVISION

WESTWARD

FIRST CLASS

Distance from Douglas	Mile Post Location	Timetable No. 32 June 2, 1946	STATIONS	Distance from Anapra	3 Golden State Limited	47 Mail and Express	5 Argonaut
					Arrive Daily	Arrive Daily	Arrive Daily
0.0	1107.0	TO-R	**DOUGLAS** 4.8	210.7	AM s 6.38	AM s 7.50	PM s 1.25
4.8	1111.8		**ACACIA** 3.9	205.9		7.42	1.19
8.7	1115.7		**LEE** 5.4	202.0	6.28	7.37	1.14
14.1	1121.1		**CAZADOR** 5.5	196.6	6.20	7.28	1.05
19.	1126.6		**PERILLA** 4.0	191.1	6.11	7.18	12.56
23.	1130.6	TO	**BERNARDINO** 7.1	187.1	6.07	f 7.12	12.51
30.	1137.7		**CHIRICAHUA** 9.4	180.0	5.59	7.04	12.43
40.	1147.1		**APACHE** 5.6	170.6	5.49	6.51	12.31
45.	1152.7		**MORA** 6.0	165.0		6.44	12.25
51.	1158.7	TO	**RODEO** 5.2	159.0	5.37	s 6.34	s 12.18
56.	1163.9		**APAN** 6.6	153.8		6.24	12.10
63.	1170.5		**PRATT** 5.4	147.2	5.22	6.15	12.01 PM
68.	1175.9	TO	**ANIMAS** 5.5	141.8	5.16	s 6.09	11.55 AM
74.	181.4		**ANTELOPE** 6.4	136.3	5.10	6.01	11.48
80.	187.8		**PLAYAS** 5.6	129.9	**5.02**	5.51	**11.40**
86.	193.4		**GRADE** 4.7	124.3	4.55	5.44	11.33
91.	198.1		**VISTA** 4.8	119.6	4.49	5.38	11.27
95.	202.9		**MINERO** 3.4	114.8	4.43	5.31	11.21
99.	206.3	TO	**HACHITA** 6.3	111.4	4.39	s **5.25**	f 11.16
105.	212.6		**CONTINENTAL** 5.5	105.1		5.13	11.08
111	218.1		**VICTORIO** 7.5	99.6	4.25	5.04	11.01
118	225.6		**SAVOYA** 5.3	92.1	4.16	4.54	10.52
123	230.9		**HERMANAS** 5.1	86.8	4.09	4.46	10.45
129	236.0		**FORD** 6.9	81.7	**4.03**	4.38	10.38
135	242.9		**MIMBRES** 7.4	74.8	3.54	**4.29**	10.29
143	250.3	TO	**COLUMBUS** 6.5	67.4	3.45	s 4.17	s 10.20
149	256.8		**MIRIAM** 6.8	60.9	3.37	4.06	10.10
156	263.6		**ARENA** 5.3	54.1	3.29	3.57	10.01
161	268.9		**ALTAIR** 5.6	48.8	3.22	3.49	9.54
167	274.5		**MALPAIS** 4.0	43.2	3.15	3.42	9.47
171	278.5		**MARK** 7.1	39.2	3.10	3.37	9.42
178	285.6	TO	**MT. RILEY** 5.6	32.1	3.01	f 3.27	9.33
184	291.2		**POTRILLO** 7.8	26.5	2.54	3.20	9.26
192	299.0		**NORIA** 9.9	18.7	2.44	3.09	9.16
201	308.9		**MASTODON** 8.8	8.8	2.32	2.57	9.04
210	317.7	TO-R	**ANAPRA**	0.0	2.20 AM	2.43 AM	8.52 AM
		Automatic Block System	(210.7)		Leave Daily	Leave Daily	Leave Daily
			Time over District		(4.18)	(5.07)	(4.33)
			Average Speed per Hour		49.00	41.17	46.30

RULE 5. Schedule time and train-order time at Anapra apply as follows: For westward trains at west switch of east crossover; for eastward trains on Deming Subdivision at east switch of west crossover, and for eastward trains on Hachita Subdivision at east switch of east crossover.

RULES 86, 87 and 93. Second and third-class trains, extra trains and engines must be clear of main track and insulated joints at meeting and passing points for Nos. 3 and 4.

No. 5 stop at Animas when necessary for U. S. mail.

DEMING SUBDIVISION

EASTWARD

Timetable No. 32

June 2, 1946

Capacity of sidings in car lengths			FIRST CLASS					Mile Post Location					Distance from Lordsburg
			48 Mail and Express	6 Argonaut	44 Californian	2 Sunset Limited	4 Golden State Limited				STATIONS		
			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily						
Yd. Lmts.		BKWCOYP		PM 4.12		AM 7.10		1148.3	Automatic Block System	TO-R	LORDSBURG		0.0
		BK		4.14		7.12		1149.5		TO-R	1.2 EAST LORDSBURG		1.2
	107	P		4.18		7.17		1153.0			3.5 ULMORIS		4.7
	64	P		4.24		7.24		1159.0			6.0 LISBON		10.7
	67	P		4.31		7.31		1164.4			5.4 HAWKINS		16.1
	103	WP		f 4.37		7.36		1168.0		TO	3.6 SEPAR		19.7
	68	P		4.44		7.42		1173.8			5.8 LADIM		25.5
	106	P		**4.51**		7.49		1179.6			5.8 WILNA		31.3
	69	P		4.58		7.53		1183.5			3.9 QUINCY		35.2
	69	P		f 5.04		7.58		1188.5		TO	5.0 GAGE		40.2
	96	P		5.10		8.03		1193.2			4.7 MONGOLA		44.9
	68	P		5.17		8.10		1199.6			6.4 TUNIS		51.3
	68	P		5.22		8.14		1203.3			3.7 PARMA		55.0
	68	P		5.25		8.17		1206.1			2.8 CAMP CODY		57.8
Yard Limits	229	WCYP		s 5.33		s 8.24		1208.0		TO	1.9 DEMING		59.7
	68	P		5.41		8.30		1212.5			4.5 LUXOR		64.2
	69	P		5.48		8.37		1218.9			6.4 CARNE		70.6
	68	P		5.56		8.44		1225.7			6.8 MYNDUS		77.4
	103	WP		6.01		8.48		1229.6			3.9 AKELA		81.3
	65	P		f 6.06		8.53		1233.9		TO	4.3 CAMBRAY		85.6
	64	P		6.11		8.58		1238.4			4.5 DONA		90.1
	102	P		6.16		9.03		1243.0			4.6 CHAPPEL		94.7
	77	P		6.21		9.08		1247.4			4.4 ADEN		99.1
	69	P		6.26		9.12		1251.3			3.9 PRONTO		103.0
	69	P		6.30		9.16		1254.6			3.3 KENZIN		106.3
	103	WOP		f 6.36		9.21		1259.4		TO	4.8 AFTON		111.1
	67	P		6.43		**9.27**		1264.7			5.3 RUTTER		116.4
	104	P		6.50		9.32		1269.5			4.8 LANARK		121.2
	68	P		6.56		9.37		1274.5			5.0 VEVAY		126.2
	63	WYP		f 7.04		9.43		1279.7		TO	5.2 STRAUSS		131.4
	100	P		7.14		9.51		1285.2			5.5 LIZARD		136.9
	79	P	PM 9.32	7.23	PM 7.18	9.58	AM 7.44	1289.9 1317.7		TO-R	4.7 ANAPRA	No. 2 Track	141.6
El Paso yard		I	9.42	7.32	7.27	10.07	7.53	1322.9			5.2 TOWER 6		146.8
		BKIP	s 9.45 PM	s 7.35 PM	s 7.30 PM	s 10.10 AM	s 7.55 AM	1323.3 1295.9		R	0.4 EL PASO (Union Depot)		147.2
		P						1297.0			0.5 EL PASO (Octavia St.)		147.7
		BKWCOTYP						1297.6		TO-R	0.6 EL PASO (Cotton Ave.)		148.3
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				(148.3)		
			(0.13)	(3.23)	(0.12)	(3.00)	(0.11)				............Time over District............		
			25.84	43.83	28.00	49.43	30.54				........Average Speed per Hour........		

RULE 5. Schedule time and train-order time at Anapra apply as follows: For westward trains at west switch of east crossover; for eastward trains on Deming Subdivision at east switch of west crossover, and for eastward trains on Hachita Subdivision at east switch of east crossover.

RULES 86, 87 and 93. Second and third-class trains, extra trains and engines must be clear of main track and insulated joints at meeting and passing points for Nos. 1, 2, 3 and 4.

Eastward trains must not pass Signal 12898 in stop position, and westward trains must not pass Signal 12901 in stop position, unless authorized orally by train-order operator at Anapra. Proceed, or proceed on diverging route indication in either of these signals will supersede the superiority of trains between east and west crossovers at Anapra.

Tracks between Anapra and Tower 47, will be numbered and unless otherwise authorized will be used as double track:

No. 1 for Westward trains;

No. 2 for Eastward trains.

Track between El Paso, Campbell St. Pacific Lines and Tower 6, will be known as Track No. 3, and operated as single track.

Timetable No. 32

June 2, 1946

WESTWARD

FIRST CLASS

		STATIONS	Distance from El Paso (Cotton Ave.)	3 Golden State Limited	47 Mail and Express	43 Californian	5 Argonaut	1 Sunset Limited
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Automatic Block System	TO-R	**LORDSBURG** 1.2	148.7			PM s 12.01		PM s 5.25
	TO-R	**EAST LORDSBURG** 3.5	147.5			11.57 AM		5.22
		ULMORIS 6.0	144.0			11.52		5.18
		LISBON 5.4	138.0			11.46		5.12
		HAWKINS 3.6	132.6			11.40		**5.07**
	TO	**SEPAR** 5.8	129.0			f 11.36		5.03
		LADIM 5.8	123.2			11.27		4.57
		WILNA 3.9	117.4			11.20		**4.51**
		QUINCY 5.0	113.5			11.15		4.47
	TO	**GAGE** 4.7	108.5			f 11.08		4.41
		MONGOLA 6.4	103.8			11.02		4.35
		TUNIS 3.7	97.4			10.54		4.28
		PARMA 2.8	93.7			10.50		4.23
		CAMP CODY 1.9	90.9			10.47		4.20
	TO	**DEMING** 4.5	89.0			s **10.43**		s 4.17
		LUXOR 6.4	84.5			10.28		4.07
		CARNE 6.8	78.1			10.20		4.00
		MYNDUS 3.9	71.3			10.13		3.53
		AKELA 4.3	67.4			10.09		3.49
	TO	**CAMBRAY** 4.5	63.1			f 10.04		3.44
		DONA 4.6	58.6			9.58		**3.38**
		CHAPPEL 4.4	54.0			9.53		3.33
		ADEN 3.9	49.6			9.48		3.28
		PRONTO 3.3	45.7			9.44		3.24
		KENZIN 4.8	42.4			9.40		3.20
	TO	**AFTON** 5.3	37.6			f 9.35		3.15
		RUTTER 4.8	32.3			**9.27**		3.10
		LANARK 5.0	27.5			9.17		3.05
		VEVAY 5.2	22.5			9.09		3.00
	TO	**STRAUSS** 5.5	17.3			f 9.02		2.54
		LIZARD 4.7	11.8			8.52		2.45
No. 1 Track	TO-R	**ANAPRA** 5.6	7.1	AM 2.20	AM 2.43	8.43	AM 8.52	2.37
		TOWER 6 0.4	1.5	2.11	2.33	8.33	8.43	2.28
	R	**EL PASO (Union Depot)** 0.5	1.1	2.10 AM	2.30 AM	8.30 AM	8.40 AM	2.25 PM
		EL PASO (Octavia St.) 0.6	0.6					
	TO-R	**EL PASO (Cotton Ave.)**	0.0					
		(148.7)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
		Time over District Average Speed per Hour		(0.10) 36.00	(0.13) 27.68	(3.31) 42.28	(0.12) 30.00	(3.00) 49.56

ADDITIONAL STATIONS

NAME	Mile Post	Capacity
*Bowen (Siding)	1319.1	33
Brickland	1291.9	..
Icehouse Crossover	1320.9	..

*On No. 2 Track.

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Tracks between Anapra and Tower 47, will be numbered and unless otherwise authorized will be used as double track:

No. 1 for Westward trains;
No. 2 for Eastward trains.

Track between El Paso, Campbell St. Pacific Lines and Tower 6, will be known as Track No. 3, and operated as single track.

EASTWARD

SECOND CLASS

Capacity of sidings in car lengths					984 Freight Leave Daily	962 Freight Leave Daily	960 Freight Leave Daily	982 Freight Leave Daily	964 Freight Leave Daily	980 Freight Leave Daily	Mile Post Location			Timetable No. 32 June 2, 1946 STATIONS		Distance from Lordsburg
Yd.Lmts.	BKWCOYP										1148.3	Automatic Block System	TO-R	**LORDSBURG**		0.0
	BK				PM 4.20			AM 8.20		AM 12.10	1149.5		TO-R	1.2 **EAST LORDSBURG**		1.2
107	P				4.30			8.30		12.20	1153.0			3.5 **ULMORIS**		4.7
64	P				4.40			8.40		12.30	1159.0			6.0 **LISBON**		10.7
67	P				**5.07**			9.00		12.50	1164.4			5.4 **HAWKINS**		16.1
103	WP				5.17			9.10		1.00	1168.0		TO	3.6 **SEPAR**		19.7
68	P				5.29			9.22		1.12	1173.8			5.8 **LADIM**		25.5
106	P				5.39			9.34		1.22	1179.6			5.8 **WILNA**		31.3
69	P				5.47			9.42		1.30	1183.5			3.9 **QUINCY**		35.2
69	P				5.55			9.50		1.38	1188.5		TO	5.0 **GAGE**		40.2
96	P				6.04			9.59		1.47	1193.2			4.7 **MONGOLA**		44.9
68	P				6.15			10.10		1.58	1199.6			6.4 **TUNIS**		51.3
68	P				6.22			10.17		2.05	1203.3			3.7 **PARMA**		55.0
68	P				6.28			10.23		2.11	1206.1			2.8 **CAMP CODY**		57.8
Yard Limits 229	WCYP				6.55			**10.43**		2.35	1208.0		TO	1.9 **DEMING**		59.7
68	P				7.05			11.00		2.46	1212.5			4.5 **LUXOR**		64.2
69	P				7.17			11.11		2.58	1218.9			6.4 **CARNE**		70.6
68	P				7.29			11.23		3.10	1225.7			6.8 **MYNDUS**		77.4
103	WP				7.36			11.31		3.17	1229.6			3.9 **AKELA**		81.3
65	P				7.45			11.39		3.26	1233.9		TO	4.3 **CAMBRAY**		85.6
64	P				7.54			11.47		**3.38**	1238.4			4.5 **DONA**		90.1
102	P				8.03			AM 11.55		3.45	1243.0			4.6 **CHAPPEL**		94.7
77	P				8.15			PM 12.06		3.55	1247.4			4.4 **ADEN**		99.1
69	P				8.23			12.16		4.03	1251.3			3.9 **PRONTO**		103.0
69	P				8.30			12.23		4.10	1254.6			3.3 **KENZIN**		106.3
103	WOP				8.39			12.31		4.19	1259.4		TO	4.8 **AFTON**		111.1
67	P				8.49			12.41		4.29	1264.7			5.3 **RUTTER**		116.4
104	P				8.59			12.51		4.39	1269.5			4.8 **LANARK**		121.2
68	P				9.10			1.01		4.51	1274.5			5.0 **VEVAY**		126.2
63	WYP				9.21			1.12		5.02	1279.7		TO	5.2 **STRAUSS**		131.4
100	P				9.33			1.23		5.14	1285.2			5.5 **LIZARD**		136.9
79	P				9.45	PM 9.40	PM 4.15	1.35	AM 7.00	5.25	1289.9 1317.7		TO-R	4.7 **ANAPRA**	No. 2 Track	141.6
El Paso yard	I				10.00	9.55	4.30	1.50	7.15	5.40	1322.9			5.2 **TOWER 6**		146.8
	BKIP										1323.3 1295.9		R	0.4 **EL PASO (Union Depot)**		147.2
	P										1297.0			0.5 **EL PASO (Octavia St.)**		147.7
	BKWCOTYP				10.10 PM	10.05 PM	4.40 PM	2.00 PM	7.25 AM	5.50 AM	1297.6		TO-R	0.6 **EL PASO (Cotton Ave.)**		148.3
					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				**(148.3)**		
					(5.50) 25.44	(0.25) 16.08	(0.25) 16.08	(5.40) 26.14	(0.25) 16.08	(5.40) 26.14				..............Time over District.............. ....Average Speed per Hour........		

RULE 5. Schedule time and train-order time at Anapra apply as follows: For westward trains at west switch of east crossover; for eastward trains on Deming Subdivision at east switch of west crossover, and for eastward trains on Hachita Subdivision at east switch of east crossover.

RULES 86, 87 and 93. Second and third-class trains, extra trains and engines must be clear of main track and insulated joints at meeting and passing points for Nos. 1, 2, 3 and 4.

Eastward trains must not pass Signal 12898 in stop position, and westward trains must not pass Signal 12901 in stop position, unless authorized orally by train-order operator at Anapra. Proceed, or proceed on diverging route indication in either of these signals will supersede the superiority of trains between east and west crossovers at Anapra.

Tracks between Anapra and Tower 47, will be numbered and unless otherwise authorized will be used as double track:

No. 1 for Westward trains; No. 2 for Eastward trains.

Track between El Paso, Campbell St. Pacific Lines and Tower 6, will be known as Track No. 3, and operated as single track.

DEMING SUBDIVISION

EASTWARD		SECOND CLASS					WESTWARD
		952			Timetable No. 32 June 2, 1946		THIRD CLASS 953
Capacity of sidings in car lengths		Mixed	Mile Post Location		Clifton Branch	Distance from Clifton	Mixed
		Leave Daily Ex. Sunday			STATIONS		Arrive Daily Ex. Sunday
	Yard Limits BKWCOYP	AM 8.30	1148.3 1146.4	TO-R	**LORDSBURG**	69.9	PM s 4.35
44	P	f 9.17	1165.3		18.9 **SUMMIT**	51.0	f 3.51
40		f 9.42	1176.2		10.9 **THOMSON**	40.1	f 3.24
9		s 9.53	1180.9		4.7 **FRANKLIN**	35.4	s 3.13
50	Yard Limits WP	s 10.06	1184.3	TO	3.4 **DUNCAN**	32.0	s 3.04
17		f 10.14	1186.9		2.6 **FOX**	29.4	f 2.52
35		f 10.32	1192.6		5.7 **SHELDON**	23.7	f 2.33
43		f 10.52	1199.1		6.5 **YORK**	17.2	f 2.09
25	WP	f 11.12	1205.2		6.1 **GUTHRIE**	11.1	f 1.47
25	P	f 11.28	1209.8		4.6 **SOUTH SIDING**	6.5	f 1.31
		AM f 11.44	1214.2		4.4 **SMELTER**	2.1	f 1.15
	Yard Limits TP	s 12.05 PM	1216.3	A.B.S. TO-R	2.1 **CLIFTON**	0.0	1.05 PM
		Arrive Daily Ex. Sunday			(69.9)		Leave Daily Ex. Sunday
		(3.35) 19.51			..............Time over District.............. ....Average Speed per Hour.......		(3.30) 19.97

ADDITIONAL STATIONS		
NAME	Mile Post	Capacity
Veitch........(Spur) Nos. 953 and 952 stop at Veitch on flag.	1156.2	39

Capacity of sidings in car lengths		EAST-WARD ↓ Mile Post Location		Timetable No. 32 June 2, 1946 Lawrence Branch STATIONS	WEST-WARD ↑ Distance from Lawrence
Yd. Lmts.	BKWCOYP	1148.3 1146.9	TO-R	**LORDSBURG**	5.2
Yd. Lmts.		1148.3 1146.9		1.4 **OIL SIDING**	3.8
		1150.7		3.8 **LAWRENCE**	0.0
				(5.2)	

ADDITIONAL STATIONS		
NAME	Mile Post	Capacity
Shakespeare.....(Spur)	1150.1	8

ALAMOGORDO SUBDIVISION

EASTWARD

	Capacity of sidings in car lengths		SECOND CLASS			FIRST CLASS			Mile Post Location			Timetable No. 32 June 2, 1946		Distance from El Paso
			994 Freight Leave Daily	992 Freight Leave Daily	990 Freight Leave Daily	48 Mail and Express Leave Daily	44 Californian Leave Daily	4 Golden State Limited Leave Daily				STATIONS		
El Paso yard		BKIP				PM 10.30	PM 7.55	AM **8.10**	1295.9		R	EL PASO (Union Depot)	Double Track	0.0
		P	PM 3.30	AM 8.40	AM 12.05				1297.0			0.5 EL PASO (Octavia St.)		1.1
		BKWCOTYP							1297.6	Automatic Block System	TO-R	0.6 EL PASO (Cotton Ave.)		1.7
		I	3.35	8.45	12.10	10.35	8.00	8.15	1297.6			0.0 TOWER 47		1.7
		P							1301.5			3.9 FORT BLISS		5.6
	103	P	4.05	9.15	12.40	10.45	8.10	8.25	1302.3		TO	0.8 PLANEPORT		6.4
	74	P	4.16	9.27	**12.59**	10.52	8.16	8.31	1309.0			6.7 PANCHO		13.1
	102	P	4.28	9.39	1.15	f 10.59	8.23	8.38	1316.1			7.1 NEWMAN		20.2
	76	P	4.38	9.49	**1.25**	11.08	8.29	8.44	1321.7			5.6 HUECO		25.8
	77	P	4.45	10.02	1.45	11.14	8.34	8.49	1326.2			4.5 ALVARADO		30.3
	103	P	4.54	10.14	1.55	11.21	8.40	8.55	1332.1			5.9 DESERT		36.2
	75	P	5.06	10.25	2.07	11.29	8.47	9.02	1339.2			7.1 ELWOOD		43.3
	121	WYP	5.25	10.45	2.25	s 11.40	8.53	9.08	1345.0		TO	5.8 OROGRANDE		49.1
	75	P	5.37	10.55	2.37	PM 11.50	9.00	9.15	1351.3			6.3 TURQUOISE		55.4
	75	P	5.47	11.05	2.47	AM **12.01**	9.06	9.21	1357.0			5.7 PAXTON		61.1
	79	P	5.56	11.14	2.56	12.12	9.11	9.26	1362.1			5.1 ESCONDIDA		66.2
	96	P	6.04	11.21	3.03	12.18	9.15	9.30	1366.0			3.9 DUNES		70.1
	74	P	6.15	11.33	3.15	**12.33**	9.21	9.36	1372.3			6.3 VALMONT		76.4
	110	P	6.26	AM 11.45	3.25	12.42	9.27	9.43	1378.2			5.9 OMLEE		82.3
Yd.Lmts.	191	BKWCOP	6.55	PM 12.10	4.05	s 1.00	s 9.40	f 9.50	1382.8		TO	4.6 ALAMOGORDO		86.9
		YP	7.00	12.15	4.10				1384.2			1.4 ALAMOGORDO JCT.		88.3
	75	P	7.15	12.30	4.25	1.10	9.50	9.57	1388.6			4.4 KEARNEY		92.7
	77	P	7.27	12.42	4.37	s 1.23	10.00	10.04	1395.6		TO	7.0 TULAROSA		99.7
	75	P	7.40	12.54	4.50	1.33	10.09	10.11	1403.0			7.4 TEMPORAL		107.1
	75	P	7.48	1.01	4.57	1.38	10.14	10.15	1407.2			4.2 SALINAS		111.3
	102	WP	8.10	1.18	5.12	f 1.46	**10.20**	10.21	1412.9		TO	5.7 THREE RIVERS		117.0
	76	P	8.30	1.38	**5.35**	1.57	10.30	10.27	1418.4			5.5 NORTH		122.5
	76	P	8.50	1.58	5.55	2.08	10.40	10.34	1424.5			6.1 OSCURA		128.6
	107	P	9.08	2.18	6.15	2.19	10.50	10.44	1432.8			8.3 POLLY		136.9
	Yard Limits	BKWCOYP	9.30 PM	2.40 PM	6.35 AM	s 2.30 AM	s 11.00 PM	s 10.53 AM	1439.9		TO-R	7.1 CARRIZOZO		144.0
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				(144.0)		
			(6.00) 26.77	(6.00) 26.77	(6.30) 22.25	(4.00) 36.00	(3.05) 46.70	(2.43) 53.00				Time over District Average Speed per Hour		

Between main track yard limit board east of Alamogordo Jct. and east switch of siding Alamogordo, trains to and from Cloudcroft Branch may move under authority of block signal indications after receiving authority from train dispatcher to occupy main track. All trains must move with caution between these points expecting to find main track occupied.

RULES 5 and 105. That portion of siding at Alamogordo between crossovers east and west of station building is designated as Passenger siding, and must not be unnecessarily blocked by freight trains. Schedule time and train-order time for first-class trains apply at Passenger siding.

RULES 86, 87 and 93. Second and third-class trains, extra trains and engines must be clear of main track and insulated joints at meeting and passing points for Nos. 3 and 4.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive To (or Beyond)	Discharge From (or Beyond)	Frequency
44	Newman.......... Orogrande.......... Tularosa.......... Three Rivers..........	East of Tucumcari......	....	Daily

WESTWARD

FIRST CLASS

Timetable No. 32
June 2, 1946

Mile Post Location		STATIONS		Distance from Carrizozo	43 Californian Arrive Daily	47 Mail and Express Arrive Daily	3 Golden State Limited Arrive Daily
1295.9	R	**EL PASO (Union Depot)** 0.5	D. T.	144.0	AM s 8.10	AM s 1.30	AM s 2.00
1297.0		**EL PASO (Octavia St.)** 0.6		142.9			
1297.6	TO-R	**EL PASO (Cotton Ave.)** 0.0	Automatic Block System	142.3			
1297.6		**TOWER 47** 3.9		142.3	8.03	1.17	1.53
1301.5		**FORT BLISS** 0.8		138.4			
1302.3	TO	**PLANEPORT** 6.7		137.6	7.53	1.05	1.43
1309.0		**PANCHO** 7.1		130.9	7.47	**12.59**	1.37
1316.1		**NEWMAN** 5.6		123.8	7.40	f 12.52	1.31
1321.7		**HUECO** 4.5		118.2	7.34	12.46	**1.25**
1326.2		**ALVARADO** 5.9		113.7	7.29	12.41	1.20
1332.1		**DESERT** 7.1		107.8	7.23	12.35	1.14
1339.2		**ELWOOD** 5.8		100.7	7.15	12.28	1.07
1345.0	TO	**OROGRANDE** 6.3		94.9	7.09	s 12.19	1.01
1351.3		**TURQUOISE** 5.7		88.6	7.02	12.09	12.54
1357.0		**PAXTON** 5.1		82.9	6.56	**12.01** AM	12.48
1362.1		**ESCONDIDA** 3.9		77.8	6.50	11.54 PM	12.43
1366.0		**DUNES** 6.3		73.9	6.45	11.48	12.39
1372.3		**VALMONT** 5.9		67.6	6.39	11.40	**12.33**
1378.2		**OMLEE** 4.6		61.7	6.33	11.32	12.27
1382.8	TO	**ALAMOGORDO** 1.4		57.1	s 6.27	s 11.25	f 12.22
1384.2		**ALAMOGORDO JCT.** 4.4		55.7			
1388.6		**KEARNEY** 7.0		51.3	6.13	11.00	12.15
1395.6	TO	**TULAROSA** 7.4		44.3	6.04	s 10.50	12.08
1403.0		**TEMPORAL** 4.2		36.9	5.54	10.36	12.01 AM
1407.2		**SALINAS** 5.7		32.7	5.49	10.30	11.57 PM
1412.9	TO	**THREE RIVERS** 5.5		27.0	5.42	f **10.20**	11.51
1418.4		**NORTH** 6.1		21.5	**5.35**	10.04	11.45
1424.5		**OSCURA** 8.3		15.4	5.27	9.55	11.39
1432.8		**POLLY** 7.1		7.1	5.18	9.45	11.31
1439.9	TO-R	**CARRIZOZO**		0.0	5.10 AM	9.35 PM	11.23 PM
		(144.0)			Leave Daily	Leave Daily	Leave Daily
		Time over District			(3.00)	(3.55)	(2.37)
		Average Speed per Hour			48.00	36.86	55.03

Between main track yard limit board east of Alamogordo Jct. and east switch of siding Alamogordo, trains to and from Cloudcroft Branch may move under authority of block signal indications after receiving authority from train dispatcher to occupy main track. All trains must move with caution between these points expecting to find main track occupied.

RULES 5 and 105. That portion of siding at Alamogordo between crossovers east and west of station building is designated as Passenger siding, and must not be unnecessarily blocked by freight trains. Schedule time and train-order time for first-class trains apply at Passenger siding.

RULES 86, 87 and 93. Second and third-class trains, extra trains and engines must be clear of main track and insulated joints at meeting and passing points for Nos. 3 and 4.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive To (or Beyond)	Discharge From (or Beyond)	Frequency
43	Three Rivers Tularosa Orogrande Newman	El Paso	East of Tucumcari	Daily

EASTWARD

Capacity of sidings in car lengths		SECOND CLASS			FIRST CLASS			Mile Post Location			Timetable No. 32 June 2, 1946	Distance from Carrizozo
		994 Freight	992 Freight	990 Freight	44 Californian	4 Golden State Limited	48 Mail and Express					
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				STATIONS	
Yard Limits	BKWCOYP	PM 10.00	PM 3.20	AM 7.20	PM **11.15**	AM 11.00	AM 2.45	1439.9	Automatic Block System	TO-R	**CARRIZOZO**	0.0
110	P	10.20	3.40	7.38	11.25	11.10	2.55	1446.9			7.0 **ROBSART**	7.0
75	WP	10.35	3.55	7.53	11.33	11.16	3.03	1452.2			5.3 **COYOTE**	12.3
75	P	**10.55**	4.15	8.13	11.42	11.23	3.11	1459.2			7.0 **LARGO**	19.3
126	WP	11.15	4.35	8.30	11.48	11.28	f 3.16	1463.5		TO	4.3 **ANCHO**	23.6
102	P	PM 11.30	4.50	8.45	PM 11.54	11.33	3.23	1467.0			3.5 **LUNA**	27.1
74	P	AM **12.05**	5.10	9.05	AM **12.05**	11.41	3.33	1473.0		TO	6.0 **TECOLOTE**	33.1
74	P	12.20	5.20	9.15	12.11		3.40	1477.8			4.8 **ELDA**	37.9
126	WP	12.30	5.29	9.23	12.16	AM 11.51	3.46	1482.5			4.7 **GALLINAS**	42.6
103	YP	12.45	5.44	9.38	12.27	PM 12.01	s **4.01**	1490.9		TO	8.4 **CORONA**	51.0
72	P	12.53	5.52	9.46	12.33	12.06	4.09	1495.2			4.3 **VARNEY**	55.3
71	WP	1.00	5.59	9.53	12.37	12.10	4.14	1499.0			3.8 **TORRANCE**	59.1
74	P	1.10	6.09	10.03	12.43	12.16	4.20	1504.4			5.4 **HELENA**	64.5
87	P	1.20	6.20	10.14	12.50	12.23	f 4.27	1510.6		TO	6.2 **DURAN**	70.7
82	P	1.30	6.30	10.25	12.58	12.30	4.35	1516.6			6.0 **INDIOLE**	76.7
82	P	1.38	6.40	10.34	1.04	12.36	4.43	1521.5			4.9 **EPRIS**	81.6
E 116 Yard Limits W 101	KCWOP	2.10	**7.10**	11.00	s 1.15	12.40	s 4.55	1525.4		TO	3.9 **VAUGHN**	85.5
78	P	2.17	7.18	11.10	1.20	12.43	4.59	1528.1			2.7 **TONY**	88.2
107	P	2.27	7.30	11.22	1.27	12.50	5.07	1533.3			5.2 **LEONCITO**	93.4
76	P	**2.40**	7.42	11.34	1.34	12.57	5.14	1540.0			6.7 **WINKLE**	100.1
105	WP	2.52	8.00	11.46	1.42	1.05	f 5.24	1547.2		TO	7.2 **PASTURA**	107.3
75	P	3.02	8.10	AM 11.56	1.48	1.11	5.32	1552.4			5.2 **GUADALUPE**	112.5
106	P	3.13	8.22	PM 12.07	1.56	1.19	5.40	1558.5			6.1 **ARABELLA**	118.6
75	CP	3.23	8.32	12.17	**2.03**	1.26	5.47	1563.7			5.2 **PINTADO**	123.8
E 107 Yard Limits W 113	WYP	3.33	**8.45**	12.27	2.15	1.32	s 6.00	1568.3		TO	4.6 **SANTA ROSA**	128.4
95	P	3.46	9.00	12.40	2.25	1.40	6.10	1574.0			5.7 **HAWKS**	134.1
106	P	3.55	9.12	12.48	2.30	1.44	6.15	1577.4			3.4 **LOS TANOS**	137.5
98	P	4.03	9.20	12.56	2.35	1.48	6.19	1580.3			2.9 **ALCOR**	140.4
103	WP	4.15	9.30	1.08	2.43	1.55	s 6.28	1585.8		TO	5.5 **CUERVO**	145.9
102	P	4.31	9.45	1.23	2.57	2.06	s 6.42	1594.7			8.9 **NEWKIRK**	154.8
73	P	4.43	9.55	1.33	3.08	2.13	6.51	1600.4			5.7 **SIMMONS**	160.5
102	P	4.55	10.07	1.45	3.16	2.20	s 7.00	1606.7		TO	6.3 **MONTOYA**	166.8
112	P	5.10	10.22	2.00	3.27	2.30	7.11	1615.5			8.8 **PALOMAS**	175.6
103	P	5.22	10.33	2.12	3.35	2.38	7.19	1621.9			6.4 **HARGIS**	182.0
Tucumcari yard	BKWCOTYP	5.35 AM	10.45 PM	2.25 PM	s 3.45 AM	s 2.44 PM	s 7.30 AM	1627.4		TO-R	5.5 **TUCUMCARI** (187.5)	187.5
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					
		(7.35) 24.72	(7.25) 25.28	(7.05) 26.47	(4.30) 41.66	(3.44) 50.22	(4.45) 39.47				..........Time over District.......... ....Average Speed per Hour........	

RULES 86, 87 and 93. Second and third-class trains, extra trains and engines must be clear of main track and insulated joints at meeting and passing points for Nos. 3 and 4.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS				
Train	At	Receive To (or Beyond)	Discharge From (or Beyond)	Frequency
44	Santa Rosa........	East of Tucumcari............	....	Daily

SANTA ROSA SUBDIVISION

Timetable No. 32

June 2, 1946

Automatic Block System

Mile Post Location			Distance from Tucumcari	WESTWARD		
				FIRST CLASS		
				43 Californian	**47** Mail and Express	**3** Golden State Limited
		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily
439.9	TO-R	**CARRIZOZO** 7.0	187.5	AM s 5.01	PM s 9.20	PM s **11.15**
446.9		**ROBSART** 5.3	180.5	4.54	9.08	11.08
452.2		**COYOTE** 7.0	175.2	4.48	9.01	11.02
459.2		**LARGO** 4.3	168.2	4.41	8.53	**10.55**
463.5	TO	**ANCHO** 3.5	163.9	4.36	f 8.47	10.51
467.0		**LUNA** 6.0	160.4	4.31	8.42	10.46
473.0	TO	**TECOLOTE** 4.8	154.4	4.23	8.33	10.38
477.8		**ELDA** 4.7	149.6	4.17	8.27	10.32
482.5		**GALLINAS** 8.4	144.9	4.12	8.22	10.27
490.9	TO	**CORONA** 4.3	136.5	**4.01**	s 8.12	10.17
495.2		**VARNEY** 3.8	132.2	3.51	8.00	10.12
499.0		**TORRANCE** 5.4	128.4	3.45	7.53	10.08
504.4		**HELENA** 6.2	123.0	3.37	7.44	10.02
510.6	TO	**DURAN** 6.0	116.8	3.29	f 7.35	9.55
516.6		**INDIOLE** 4.9	110.8	3.20	7.26	9.48
521.5		**EPRIS** 3.9	105.9	3.13	7.18	9.42
525.4	TO	**VAUGHN** 2.7	102.0	s 3.05	s **7.10**	9.38
528.1		**TONY** 5.2	99.3	2.55	6.58	9.35
533.3		**LEONCITO** 6.7	94.1	2.48	6.50	9.28
540.0		**WINKLE** 7.2	87.4	**2.40**	6.40	9.21
547.2	TO	**PASTURA** 5.2	80.2	2.29	s 6.30	9.13
552.4		**GUADALUPE** 6.1	75.0	2.20	6.20	9.07
558.5		**ARABELLA** 5.2	68.9	2.10	6.08	8.59
563.7		**PINTADO** 4.6	63.7	**2.03**	5.58	8.52
568.3	TO	**SANTA ROSA** 5.7	59.1	f 1.51	s 5.50	**8.45**
574.0		**HAWKS** 3.4	53.4	1.38	5.32	8.37
577.4		**LOS TANOS** 2.9	50.0	1.31	5.25	8.33
580.3		**ALCOR** 5.5	47.1	1.26	5.20	8.29
585.8	TO	**CUERVO** 8.9	41.6	1.18	s 5.12	8.22
594.7		**NEWKIRK** 5.7	32.7	1.06	s 5.00	8.11
600.4		**SIMMONS** 6.3	27.0	12.55	4.51	8.05
606.7	TO	**MONTOYA** 8.8	20.7	12.46	f 4.41	7.58
615.5		**PALOMAS** 6.4	11.9	12.35	4.30	7.48
621.9		**HARGIS** 5.5	5.5	12.25	4.20	7.41
627.4	TO-R	**TUCUMCARI**	0.0	12.15 AM	4.10 PM	7.35 PM
		(187.5)		Leave Daily	Leave Daily	Leave Daily
		Time over District		(4.46)	(5.10)	(3.40)
		Average Speed per Hour		39.33	36.29	51.13

RULES 86, 87 and 93. Second and third-class trains, extra trains and engines must be clear of main track and insulated joints at meeting and passing points for Nos. 3 and 4.

SANTA ROSA SUBDIVISION

EASTWARD					Timetable No. 32 June 2, 1946		WESTWARD
		SECOND CLASS					SECOND CLASS
Capacity of sidings in car lengths		974 Mixed	Mile Post Location		Dawson Branch	Distance from Dawson	975 Mixed
		Leave Mon., Wed., Fri.			STATIONS		Arrive Tues., Thurs., Sat.
Tucumcari yard	BKWCOTYP	AM 6.10	1627.4	TO-R	TUMCUCARI	132.0	PM s 5.00
44	P	f 6.27	1634.9		7.5 BASCOM	124.5	f 4.35
34	P	f 6.41	1640.4		5.5 CANADIAN	119.0	f 4.10
45	P	f 7.03	1650.1		9.7 ATARQUE	109.3	f 3.40
34	WYP	s 7.40	1661.7		11.6 CAMPANA	97.7	s 3.05
34	P	f 8.05	1667.6		5.9 MEDIO	91.8	f 2.35
63	CYP	f 8.30	1673.0		5.4 CABEZA	86.4	f 2.05
36	P	s 8.45	1677.9	TO	4.9 MOSQUERO	81.5	s 1.45
31	P	f 9.05	1686.3		8.4 SOLANA	73.1	f 1.23
Yard Limits 34	WP	s 9.30 10.05	1696.1	TO	9.8 ROY	63.3	1.00 s 12.25
29	YP	f 10.30	1706.4		10.3 MILLS	53.0	f 12.01 PM
37	WP	f 11.05	1715.6		9.2 ABBOTT	43.8	f 11.10 AM
30	P	f 11.20	1721.8		6.2 VERNON	37.6	f 10.55
	CYP	AM f 11.40	1729.8		8.0 TAYLOR	29.6	f 10.25
Yard Limits 33	P	PM s 12.30	1741.3		11.5 FRENCH	18.1	s 9.40
38	P	f 1.10	1754.3		13.0 COLFAX	5.1	f 8.50
Dawson yard	BKWTCYP	s 1.30 PM	1759.4	TO-R	5.1 DAWSON	0.0	8.30 AM
		Arrive Mon., Wed., Fri.			(132.0)		Leave Tues., Thurs., Sat.
		(7.20) 18.00			............Time over District............ ....Average Speed per Hour........		(8.30) 15.53

French—Time shown at French applies at AT&SFRy station.

ADDITIONAL STATIONS		
NAME	Mile Post	Capacity
Trigg Ranch....(Spur)	1655.6	3
Dioxice..........(Spur)	1684.7	9
Nos. 974 and 975 will stop at Trigg Ranch and Dioxice on flag.		

ALAMOGORDO SUBDIVISION

EASTWARD							WESTWARD
		SECOND CLASS			Timetable No. 32 June 2, 1946		THIRD CLASS
Capacity of sidings in car lengths		970 Freight	Mile Post Location		Cloudcroft Branch	Distance from Russia	971 Freight
		Leave Mon., Wed., Fri.			STATIONS		Arrive Mon., Wed., Fri.
Yd.Lmts. 191	BKWCOP	AM 7.35	1382.8	A. B. S. TO-R	ALAMOGORDO	32.3	PM 3.00
					1.4		
	YP	7.40	1384.2		ALAMOGORDO JCT.	30.9	2.50
					4.6		
14	P	8.00	1388.8		LA LUZ	26.3	2.35
					6.6		
13	P	8.35	1395.4		PINTO	19.7	1.55
					3.2		
12	P	8.55	1398.6		HIGH ROLLS	16.5	1.35
					0.7		
9	P	9.00	1399.3		MOUNTAIN PARK	15.8	1.25
					1.6		
6	P	9.10	1400.9		WOOTEN	14.2	1.15
					2.6		
8	YP	9.30	1403.5		TOBOGGAN	11.6	1.00
					0.2		
			1403.7		SWITCHBACK (West End)	11.4	
					0.6		
			1404.3		SWITCHBACK (East End)	10.8	
					4.4		
Yard Limits 7	WYP	10.15	1408.7	TO	CLOUDCROFT	6.4	12.20 PM
					6.4		
Yard Limits 19	YP	10.55 AM	1415.1		RUSSIA	0.0	11.30 AM
		Arrive Mon., Wed., Fri.			(32.3)		Leave Mon., Wed., Fri.
		(3.20)			Time over District		(3.30)
		9.69			Average Speed per Hour		9.23

RULE 82 (A). Schedule of No. 971 may be assumed by crew arriving Russia on No. 970 without clearance.

ADDITIONAL STATIONS

NAME	Mile Post	Capacity
Hotel. . . . . (Spur)	1409.4	8
Cox Canon. . . . . . (Spur)	1410.6	10

RULE 2. Watch inspectors:

S. A. Pope, Manager of Time Service, 65 Market St., San Francisco.

El Paso	C. E. Ross	Bisbee	Tom Nelson
El Paso	Art Kassel	Lordsburg	E. G. Preis
Tucson	Grunewald & Adams	Alamogordo	A. Sorenson & Son
Tucson	R. W. Hemkin	Tucumcari	Wm. D. Coon
		Douglas	Hoyal Jewelers

RULE 2 (A). Watches subject to inspection must be presented monthly, between first and fifteenth, instead of semi-monthly, to a designated inspector.

RULE 10 (H). Where yellow signals are displayed within limits of a length of track over which a maximum speed is designated in train-order or timetable bulletin and no maximum speed is otherwise specified for the particular section of track protected by these yellow signals, trains must not exceed 15 MPH thereover.

RULE 10 (J). Certain slow boards have the word "SIGNAL" above the figures. Such slow boards in approach to a distant signal indicate the speed that must not be exceeded while engine is passing the distant signal three-fourths mile beyond slow board, unless distant signal can plainly be seen to be displaying proceed indication; and such slow boards in approach to a home signal indicate the speed that must not be exceeded while approaching home signal three-fourths mile beyond the slow board, until indication of home signal can plainly be seen.

RULE 15. Second paragraph is changed to read as follows:

"The explosion of two torpedoes is a signal to proceed with caution for not less than one mile."

RULE 17. Mars signal light on engines shall be used when engine is moving at night, and in foggy and stormy weather. It must be dimmed or extinguished approaching passenger stations and at other points as prescribed by rules.

RULE 26 is revised to read as follows:

"A blue signal or sign reading 'Men at Work' displayed on engineer's side of cab of an engine or at one or both ends of a car, cut of cars, or at the rear of a train, indicates that workmen are under or about same and the engine, car, cut of cars, or train must not be coupled to nor moved by any method, nor other equipment placed so as to obstruct the view of the blue signal or sign.

"Blue signal or sign must not be removed by any person except the one placing the signal or sign, or someone authorized by him to do so.

"On designated tracks (repair, cleaning, servicing, etc.) where employes work, a sign reading 'Stop—Men at Work' must be placed on the track and switches leading to such track locked; and from sunset to sunrise a blue light must be displayed. Employes placing such sign and locking switches, only are authorized to change same.

"When repair work is to be done under or about an engine or cars in a train, where movement of same would endanger employes engaged in such work, and a blue signal or sign is not available, the enginemen of engine handling train must be notified by employe engaged in such work and a complete understanding had to prevent movement. After work is completed the same employe must notify enginemen."

RULE S-72. Westward trains are superior to trains of the same class in the opposite direction.

RULE 99. Third, fourth and sixth paragraphs are changed to read as follows:

"If recalled from a point less than one-half mile from rear of his train, he must, if safety to train requires, leave lighted fusee at proper intervals and, if conditions warrant, also place two torpedoes on the rail three rail-lengths apart.

"If not recalled, one-half mile from rear of train he must place one torpedo on the rail; one mile from rear of train, or when recalled, if one-half mile or more from rear of train, he must place two torpedoes on the rail three rail-lengths apart. If conditions such as curves, foggy or stormy weather or descending grade require, he must continue back a greater distance, placing two additional torpedoes.

"When flagman has reached the required flagging distance and has placed torpedoes as required, he may then return to the single torpedo where he must remain until relieved by another flagman or recalled. When recalled, he may remove the single torpedo and return, leaving lighted fusee at such intervals as conditions warrant."

RULE 210 is modified to provide that when using revised Train Order Form CS-2600, which has the words "Repeated and Complete" printed at bottom of the form, operator will write or typewrite the time and his or her last name in the space provided on the order, after it has been made complete by train dispatcher.

RULE 221. First sentence of third paragraph is amended as follows:

"When a train order is to be delivered to an approaching train, or orders are held for any other train in the same direction, except those originating, the operator must not clear the signal."

RULE 271 is revised to read as follows:

"Automatic block signals will bear number plates attached to signal masts. Automatic semaphore home signal arms will be painted red and will be distinguished by white stripe near end of semaphore arm.

"The number plate on a distant light signal will bear the prefix 'D'.

"Interlocking signals will not bear number plates.

"Absolute signals will not bear number plates, but will have plates bearing the letter 'A'.

"Interlocking and absolute semaphore home signal arms will be painted red.

"Aspects as illustrated or referred to in these rules are shown by the position of semaphore arms or color of lights, or both, as seen from an approaching train. Other combinations may be used."

RULE 295 is revised to read as follows:

"Interlocking or absolute signals may be made part of the automatic block system adjoining interlocking or centralized traffic control limits. When so arranged they will be designated 'semi-automatic' and distinguished by a plate bearing the letters 'SA'. Trains stopped by such signals must observe interlocking or centralized traffic control rules within the interlocking or centralized traffic control limits, and Rule 509, 509 (F) or 509 (J), as the case may be, within the automatic portion of the block beyond interlocking or centralized traffic control limits."

RULE 297. Following paragraph is added:

A train, if delayed in the block, must proceed with caution to the next signal.

RULE 505. AUTOMATIC BLOCK SYSTEM

Signals displaying indication in both upper and lower quadrants are in service. Upper quadrant signal arm extending upward parallel to signal mast indicates "proceed".

ELECTRIC SWITCH LOCKS

Where electric switch locks are installed, lock box door must not be opened if movement is to be made into a track leading from main track until engine or car is standing within 150 feet of the switch; or if movement is to be made from such track, or through a crossover to a main track, until switch indicator indicates block clear on opposite track. Within interlocking limits signal operator's permission must also be obtained before lock box door is opened.

After lock box door is opened lock lever cannot be moved to opposite position to release switch for hand throwing until indicator in lock box indicates "unlocked".

Lock lever must not be returned to locked position until all movements over the switch are completed, switch returned to normal position and locked. Within interlocking limits signal operator must also be notified by telephone when completed.

When switch indicators indicate "block occupied", instructions posted inside lock box for operation of push button to start time-release must be complied with if movement is to be made to main track while approach circuit is occupied by another train, in addition to providing flag protection when necessary.

Emergency lock release to be used only in case of electrical or mechanical failure, as indicated by failure of time-release to function after several minutes. When necessary to break seal on emergency lock release, dispatcher must be notified immediately, and movement made only after flag protection provided on both tracks.

RULE 535. A spring switch with facing point lock must not be trailed through unless switch target displays the letters "SS" in normal position, or switch has been lined for the movement.

When a signal with triangular number plate protecting a spring switch with facing point lock displays stop indication, member of crew must open and close spring switch by hand, removing any obstruction. If signal does not then display proceed indication, switch must be hand thrown for the movement.

When a spring switch or spring derail is hand thrown, trainman so setting same must again set it for normal position after movement has been completed, unless he has arranged for another trainman to do so.

RULE 536. Wheels of tenders must not be considered as engine wheels.

RULES 705 and 707 are revised to read as follows:

"LETTER TYPE INDICATORS

"705. Within block system limits, at locations specified in timetable, letter type indicators may be used. These indicators will be attached to an automatic block signal, and will display indications by illuminated letters, which will supersede the superiority of trains within defined limits.

"S—Take siding (Fig. 1).

"M—Proceed on main track (Fig. 2).

"Other letters, or combinations of letters may be used.

"S-707. When the letter 'M' is displayed, train is thereby given superiority over all trains to the fouling point of the switch at which an opposing train may enter siding or receiving track, and will hold main track at the station, but must observe any restriction that may be imposed by automatic block or other signals.

"D-707. When the letter 'M' is displayed approaching a siding, or at the initial switch of a siding, train will hold main track; when displayed on a siding near the leaving end of siding, train will enter main track and in either case train is thereby given superiority over all following trains to the point designated in timetable but must observe any restriction that may be imposed by automatic block or other signals."

GENERAL REGULATIONS

RULE 825. Fifth paragraph: Applies to wooden outfit cars the same as to other cars, except that diner should not be separated from kitchen car.

RULE 831. The term "wooden frame outfit cars" includes wooden superstructure outfit cars with steel underframe.

RULE 837. Fifth paragraph is revised to read as follows:

"Cars standing on grade must not be coupled onto, in descending direction, without knowing sufficient hand brakes are set to prevent uncontrolled movement of any such cars should coupling fail or cars not be securely coupled together."

RULE 849. Steam valve on Pullman troop sleepers cannot be opened while train is in motion, and when such car is on rear of train steam line must not be cut in any portion of train until valve is closed on the car on each side of coupling to be opened, to avoid burning by steam.

RULE 873. Blow-off cocks must not be opened while passing over steel or wooden structures, nor between switches at Fairbank.

RULE 827. TRAIN INSPECTION

Engines running light on descending grades must stop for inspection at freight train inspection points. Freight trains must be inspected at each water stop. Inspection must be made at any intermediate stop.

Cars bearing placards denoting contents are explosive, inflammable, poisonous, or otherwise dangerous, must be given careful inspection at all points where train inspection is made.

Constant observation must be made by trainmen to detect anything dragging on train or possibility of derailment, so train may be brought to stop as quickly as possible. Close observation of train and track behind train must be made while train is moving.

When practicable, trainmen must ride rear platform or in rear car on all trains, in position where he can observe fire that might be set from moving train, when passing through wooden-lined tunnels and over long, open-deck wooden trestles.

Trains, including military trains, made up in part of freight cars or caboose equipped with cast iron wheels are required to comply with rules and timetable instructions applying to freight trains as they relate to stopping for train inspection, and speed restrictions.

AIR BRAKE RULES

RULE 17. Speed of trains will be reduced at points where trainmen are required to handle retainers.

Conductor and engineer after consulting may use necessary retainers on train of less than 100 Ms per operative brake, when such train has loads on head end, or when it is necessary to adjust slack.

MISCELLANEOUS

1. In all cases where it is necessary to make a short move to reach water or fuel, including that required to spot second engine of doubleheader, engines of heavy freight trains must be cut off before spotting.

Ash pans must be kept closed on coal burning engines while running. Dump cinders only at water columns or coaling stations, except in emergency. Enginemen must thoroughly wet same and know that fire is extinguished, except where cindermen are on duty. If dumped where ties are exposed, must be shoveled from track, and must not be dumped close to coal chutes constructed of wood. Cinders must not be dumped on switches or frogs.

4. Helper service:

No helper engine will be placed behind wooden underframe cars or cabooses.

Engines weighing more than 235,000 pounds on drivers will not be placed behind steel underframe cabooses.

In no case will more than one helper engine be placed behind steel underframe cabooses.

One helper may be placed on head end, but not more than two engines will be used on head end of any freight train. When additional helpers are required, they will be placed back in train and cut in ahead of any cars of wooden frame construction, and when practicable should be placed behind a loaded car.

Air will be cut in on all helper engines, and engine must not be cut off when train is in motion.

When used as helpers in rear of train, AC, AM or MM class engines must not be coupled together, nor may more than two F, Mt, or heavier class, or more than three smaller classes be coupled together. When coupled, larger engines must be placed ahead of smaller engines. If tonnage requires more power, additional helpers of not to exceed two coupled in each case, must be separated by at least four cars.

Helpers must not be operated backing except in emergency, and in such case engines should not push through a backing engine if it can be avoided.

Helper engine coupled in middle or rear of train must be cut off from forward portion before taking water. On grades road engine and helper must not be cut off from train at the same time without hand brakes being securely set.

4 (a). For the purpose of pushing trains out of yards:

No engine will be placed behind a wooden underframe caboose or other wooden frame equipment.

Engines weighing more than 235,000 pounds on the drivers will not be placed behind steel underframe cabooses.

Air will not be coupled through pusher engine.

Yard engines regularly so used will be equipped with Russell-Jordan device to hold the coupler pin from dropping, thus making it unnecessary for employes to uncouple the pusher engine when cutting off.

In no case shall the knuckle be removed, or closed, or cutting lever temporarily fastened in release position on a pusher engine, as means of preventing coupling being made.

Unless local conditions require, it will not be necessary to stop trains to detach pusher engines.

7. Capacity of sidings between clearance points is based on an average car length of 49 feet, not including engines and caboose.

9. When openings have been made at street or highway crossings by trains on main track or siding, traffic must be protected against trains on other tracks.

When coupling to cars near a street or highway crossing not protected, a member of crew must protect the crossing.

In performing work at stations, engines or cars must not stand on crossings.

10. When a sign reading "Occupied Outfit Cars" is attached to switch lock, the outfit cars must not be coupled to, nor moved, until occupants have been notified, and permission given by foreman or his representative.

20. Handling of freight cars in trains behind passenger cars is prohibited except passenger equipment may be placed in head end of mixed trains when carrying personnel and equipment in connection with military and naval movements. This does not refer to a baggage, express, or mail car, or a caboose.

Baggage, express, mail, refrigerators or other head end cars must not be handled on rear of passenger trains unless trainmen can pass through them.

No car containing passengers is to be handled next to engine of a steam passenger train, except a steel combination car or partitioned car may be handled with baggage or unoccupied end next to engine. Cars containing passengers may be handled next to engine in special trains or sections of regular trains handling all-steel equipment and when the consist of such trains does not include head end cars or deadhead equipment.

Passenger equipment (except official cars), moved in freight trains, must be placed next to caboose if rear end freight cars in train will permit.

Wooden piledrivers, locomotive cranes with boom disconnected and heavy end forward, steam shovels and ditchers transported on their own wheels, must be trained on rear of trains.

21. Employes are warned that it is dangerous to ride on top or sides of cars where impaired side clearance exists.

There are numerous structures with impaired clearance on yard and station tracks on the division, and employes must be familiar with their locations and avoid personal injury.

25. Electric lamps may be used for displaying white light only, except herders and switch tenders will use green light when heading trains into and out of yards during night hours.

SPEED RESTRICTIONS

*List of CCB (cross counter-balanced) engines:

All P-8 class, except eng. 2470;

F-1 class: 3611, 3612, 3615, 3616, 3617, 3619, 3620, 3625, 3629, 3634, 3636, 3638, 3643, 3647, 3652;

F-3 class: 3653, 3654, 3655, 3656, 3657, 3658, 3660, 3661, 3662, 3663, 3664, 3665, 3666, 3667;

F-4 class: 3668, 3670, 3671, 3672, 3674, 3675, 3676, 3677, 3678, 3679, 3681, 3682, 3683, 3684, 3685, 3686, 3687, 3688, 3689, 3690, 3692, 3693, 3695, 3696, 3697, 3698, 3699, 3701, 3702, 3703, 3704, 3705, 3706, 3707, 3709, 3711, 3715, 3716, 3717;

F-5 class: 3718, 3720, 3721, 3722, 3723, 3727, 3728, 3732, 3734, 3737, 3742, 3752, 3753, 3755, 3760, 3762, 3763, 3764, 3765, 3766, 3767, 3768, 3769;

All T&NO F-1 to F-5 class.

AC-6 class: 4126, 4127, 4128, 4130, 4131, 4132, 4133, 4135, 4136, 4137, 4138, 4139, 4140, 4141, 4142, 4143, 4144, 4146, 4147, 4148, 4149, 4150.

MAXIMUM SPEED PERMITTED CERTAIN ENGINES, SUBJECT TO FURTHER RESTRICTIONS AS SHOWN IN SPEED RESTRICTIONS TABLE

Maximum speed for C-15-17-32 and Mk-10-11 class engines 35 MPH when handling freight and mixed train.

MM-3 class engines must not exceed maximum speed of 30 MPH in any class of service or when running light.

Maximum speed for S and SE class engines, 20 MPH, but must not exceed speed permitted freight and mixed trains and light engines.

Maximum speed for gas-electric cars running light forward, 50 MPH, but must not exceed speed permitted when handling passenger trains.

Engines backing must not exceed 20 MPH on all curves, and when approaching road crossings at grade.

Engines coupled tender to tender must not exceed speed permitted same engines running light backward.

Engines with tenders having water capacity 7,000 gallons or less, except Classes 70-R-1 and 70-SC-1, must not exceed 50 MPH.

Diesel electric switch engines running forward, with train or light, may make maximum speed as shown below, except must not exceed speed permitted freight and mixed trains. These engines when backing may make speed shown below, except must not exceed speed permitted E class engine backing where such permitted speed is less than 30 MPH:

Classification	Running Forward With Train:	Running Forward Light	Running Backward With Train or Light
DES-200	30	30	30
DES-1 to 7—100 to 107	40	40	40

Maximum speed of engines under following conditions, running under own steam or hauled in train, must not exceed:

When all weight has been removed from any one pair of drivers	20 MPH
When all weight has been removed from only one wheel from any pair of drivers	30 MPH
When engine truck is removed	20 MPH
When main rod only is removed	30 MPH
When side rod only is removed	30 MPH
When both main and side rods are removed	20 MPH
When hauled in train with all rods on	30 MPH

MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT	MPH
Trains handling wooden pile-drivers; locomotive cranes with boom disconnected and heavy end forward; steam shovels and ditchers transported on their own wheels; and car-top ditchers when blocking and tie-down cables are removed:	
On tangent main tracks, except	35
SPMW 4044	25
On tangent branch tracks	25
On all curves 5 MPH less than speed authorized. Where slow boards in place, 5 MPH less than shown on slow boards, except where speed indicated is 15 MPH or less be governed by slow boards.	
Trains handling locomotive cranes with boom disconnected and light end forward (must not be handled in this manner except in emergency):	
On tangent main tracks	20
On curves and on branch tracks	15
Trains handling locomotive cranes with boom in place, either end forward (to be handled in work train when practicable):	
On tangent main tracks	25
On curves and on branch tracks	15
Trains handling steel pile-drivers may make maximum freight train speed.	
Trains handling relief outfit with steam derrick:	
On tangent main tracks	35
On tangent branch tracks, except	25
(Relief outfits 7014 and 7025 must not be operated on any branch.)	
On all curves, 5 MPH less than speed authorized. Where slow boards in place, 5 MPH less than shown on slow boards, except where speed indicated is 15 MPH or less be governed by slow boards.	

Passenger trains handling steel wheel box cars in series 5810 to 5874, and foreign line steel wheel box cars equipped for movement in passenger trains, but not equipped with high speed trucks, must not exceed 60 MPH. Wooden equipment must not be handled in regular passenger trains. Extra passenger trains handling wooden coaches or chair cars must not exceed 40 MPH.

Trains handling logs loaded on flat or logging cars must not exceed 25 MPH.

Trains handling rotary snow plows must not exceed 15 MPH.

Maximum speed of deadhead equipment or passenger trains with standard caboose is 50 MPH.

Trains consisting of engine and caboose only restricted to freight train speed.

RULES 10 (G) and 10 (H). On No. 1 and No. 2 tracks between Tucson and Polvo, signals will be placed on left of track in direction of movement.

RULE 14 (d). As specified below, — — — — o sounds of whistle will be indication that flagman may return from west as prescribed by Rule 99:
Mescal.........Trains on Mescal Subdivision.

RULE 14 (e). As specified below, — — — — — — sounds of whistle will be indication that flagman may return from east as prescribed by Rule 99:
Mescal.........Trains on Mescal Subdivision.

RULE 21 (C). Engines on incoming trains may display train indicators until arrival on enginehouse track at Douglas.

RULES 30 and 31. Curtiss: Whistle signal must be sounded and bell kept ringing approaching and over crossing near Apache Powder Co. office.

RULE 83 (A). At the following stations only the trains indicated will register:
Fairbank.........Trains originating and terminating.

RULE 83 (B). At open train-order offices, trains may register by ticket as follows:
Mescal.........All trains.
Bisbee Jct......All trains.

Tucson. Engineers of light engines from east will leave register ticket with engine dispatcher for delivery to operator for registration.

RULE 93. Yard limits in which the provisions of Rule 93 will apply are established at the following points:

West MP		East MP
981.96	Tucson (No. 2 Track—Tucson Div.)	989.00
	" (No. 1 Track)	988.09
	" (Nogales Br.)	987.42
022.89	Mescal (No. 2 Track—Tucson Div.)	1024.13
021.24	" (No. 1 Track—Rio Grande Div.)	1023.13
046.32	Fairbank	1048.89
	" (Tombstone Br.)	1049.42
050.33	" (Benson-Fairbank Br.)	
	" (Patagonia Br.)	1052.32
058.30	Lewis Springs	1059.88
	" " (Ft. Huachuca Br.)	
084.27	Bisbee Junction	1085.78
	" " (Bisbee-Lowell Cutoff)	1091.07
	" " (Bisbee Br.)	1093.14
106.02	Douglas	1109.06
068.00	Garden Canon	1071.55
071.55	Ft. Huachuca	1073.01
081.48	Sonoita	1082.63
094.49	Patagonia	1095.71
031.60	Benson (Tucson Div.)	1034.01
	" (Benson-Fairbank Br.)	1034.00
039.29	Curtiss	1040.28

RULE 98. Railroad crossings at grade not interlocked:
owell......Phelps Dodge narrow gauge track crossings as follows:
Fixed crossing on loading tracks 1 and 2 at tipple at Junction shaft;
Movable crossing on track leading to Denn Mine, 20 feet west of Naco highway crossing;
Movable crossing on Campbell shaft loading track, 240 feet west of Naco highway crossing;
Movable crossing on Campbell shaft lumber spur, 190 feet west of No. 1 loading track switch;
The movable type crossings are narrow gauge turn-back rails, normally clear of SP track and locked when not in use. See that turn-back rails are in normal position clear of SP track, and crossing clear of obstructions before operating over crossing location. Stop signs are located each side of locations designated.

RULE 103 (A). Trains and engines must be preceded by flagman before any movement is made over following street and highway crossings:
Curtiss.........Crossing track leading to Apache Powder plant;
Bisbee.........Crossing in vicinity of switchback near Phelps Dodge machine shop;
Calumet.......Crossings at Phelps Dodge smelter on tracks 1 and 2; on track 5 near office; on lead to acid loading plant; and on lead to calcine track;
Douglas........Crossing of main track and Nacozari lead at 16th St., when bell is not operating;
All crossings on Queen track;
Park and 14th St., crossing on Nacozari lead.

RULE 104. The normal position of rigid switches at junction points, end of double track, and certain other locations, is as follows:
T&NRR Jct......T&NRR yard track, for No. 1 Track;
Benson..........Benson-Fairbank Br., for helper lead;
Benson Jct.......Benson-Fairbank Br., for Mescal line;
Fairbank.........Patagonia Br., for Mescal line;
Fairbank.........Tombstone Br., for Mescal line;
Lewis Springs...Ft. Huachuca Br., for Mescal line;
Bisbee Jct.......Bisbee Br., for Mescal line;
Bisbee Jct.......Bisbee Br., east end of west leg of wye must be left lined for west leg of wye; east leg of wye is main track;
Douglas.........Nacozari RR, for SP yard track;
Tombstone.......Switch on stem of wye leading to Bunker Hill Mining Co., for east leg of wye;
Corta.............Bisbee Br., for Bisbee-Lowell Cutoff;
Lowell...........Bisbee-Lowell Cutoff, for Bisbee Br.;
Don Luis.........Bisbee Br., east and west wye switches, for yard tracks.

DERAILS IN MAIN TRACK

Benson Jct......On Benson-Fairbank Br., 284 feet west of junction switch;
Fairbank.......On Patagonia Br., 260 feet east of junction switch;
Fairbank.......On Tombstone Br., 300 feet east of junction switch;
Lewis Springs...On Ft. Huachuca Br., 237 feet east of junction switch;
Bisbee.........225 feet west of station building.

RULE 105. Following tracks are designated for use as sidings:

Lewis Springs. Siding located east of station building on north side of main track.

Hereford. Siding located opposite station building on north side of main track, extending eastward from turnout east of stock pen.

Naco. Siding located east of station building on north side of main track.

RULE 221. Light will not be displayed in train-order signal at Curtiss, except when train-order operator is on duty.

METHOD OF DISPATCHING TRAINS BETWEEN TUCSON AND MESCAL

Dispatching on Mescal Subdivision in its entirety will be handled by Rio Grande Division.

No. 1 Track Mescal Subdivision and No. 2 Track Bowie Subdivision will be operated under double track rules, No. 1 Track westward track and No. 2 Track eastward track.

Limits of double track operation between Tucson and Mescal will be as follows:

Eastward—Via No. 2 Track to west interlocking limit at Mescal.

Westward—Via No. 1 Track from west interlocking limit, Mescal to Tucson.

RULE D-97 (A). Will apply on No. 1 and No. 2 Tracks between Tucson and Mescal, except that extra trains must obtain clearance, or proper train-order signal, or permission from train dispatcher before using either track.

Trains from Bowie Subdivision moving to Mescal Subdivision, and trains on Mescal Subdivision moving through Mescal, with the same conductor and engineer operating through Mescal, may be issued train orders on one subdivision that affect their movements on either, or both subdivisions. Any such train orders issued by one division to a train on the other division must be transmitted to the other division addressed to Dispatcher before complete is given to the order addressed to the train; and such orders must be shown on clearance issued by the division on which train originates.

RULE 82 (A). Regular trains and sections of schedules authorized on Bowie or Mescal Subdivisions are authorized to assume corresponding schedules or sections of schedules on Bowie or Mescal Subdivisions at Mescal without clearance.

Westward trains may leave Mescal without clearance provided train is properly cleared by train-order signal.

RULE 83 (B). When a regular train is checked on Bowie or Mescal Subdivision, it will not be necessary to check the register at Mescal against the same train.

RULE 505. AUTOMATIC BLOCK SYSTEM

Signals displaying indication in both upper and lower quadrants are in service. Upper quadrant signal arm extending upward parallel to signal mast indicates "proceed".

Westward trains on No. 1 Track between Mescal and Tucson finding a signal indicating "stop" will apply Rule 509 (i). Eastward trains on No. 1 Track will have no block signal protection between Tucson and Signal 10078; and eastward trains on No. 1 Track between Signal 10078 and Mescal finding a signal indicating "stop" will apply Rule 509 (g), 509 (h), or 509 (J).

When Signal 9875 displays stop indication, approach to within 150 feet of signal and stop. Signal may then display proceed indication after 45 seconds after which proceed signal from yardman (white flag by day, green light by night) must be received.

RULE 605. INTERLOCKING

Mescal. Interlocking signals of Rio Grande Division will display indication in upper quadrant. Signal arm extending upward parallel to signal mast indicates "proceed".

Limits are between home signals at east switch of east crossover and west switch of west crossover on Rio Grande Division, and home signals at east and west ends of north and south sidings on Tucson Division. Switches are under control of signal operator, except switch leading from north siding to water and outfit spurs, and from south siding to both legs of wye and to west end of coal track.

Switch and derail east end coal track are hand-thrown but must not be used until permission is secured from signal operator.

Where hand signals, as prescribed by Rule 628, cannot be seen, trains stopped will call the signal operator and secure permission to proceed; also to throw switches by hand in the event remote control appliance is inoperative.

WHISTLE SIGNALS

Eastward trains to Tucson Division, o o — o o.
Eastward trains to Rio Grande Division, — o o o o.
Eastward trains to south siding, o — o.
Eastward trains south siding to Tucson Division, o o — o.
Eastward trains south siding to Rio Grande Division, o — o o.
Westward trains north siding to No. 1 Track, — — o o.
Westward trains Tucson Division to No. 1 Track, o — —.
Westward trains Tucson Division to north siding, o o — —.
Westward trains Rio Grande Division to No. 1 Track, — o —.
Westward trains from Rio Grande Division through east crossover and Tucson Division to No. 1 Track, o — — o.

GENERAL REGULATIONS

RULE 836. If it can be avoided engines must not push trains between Bisbee Jct. and Don Luis.

RULE 827. TRAIN INSPECTION

When conditions are favorable and in the judgment of conductor and engineer it is safe to do so, and when additional stops can thereby be avoided, freight trains may run between water stops without stopping, provided the distance is not over 60 miles. Inspection must be made at any intermediate stop.

Freight trains on descending grade must stop at least five minutes for inspection at Campstone.

AIR BRAKE RULES

RULE 17. Ore trains between Don Luis and Douglas, handled by engines equipped with cross compound air compressor, will use fifty percent of retainers Don Luis to Bisbee Jct. Trains, handled by engines not equipped with cross compound air compressor, will use all retainers Don Luis to Bisbee Jct. and fifty percent of retainers Bisbee Jct. to Forrest.

FREIGHT TRAINS

RULE 25. Rear end test shall be made by freight and mixed trains immediately before leaving:

Sonoita.
Tombstone.........Westward.
Ft. Huachuca.......Westward.

RULE 33. Bisbee Branch, Bisbee-Lowell Cutoff, Ft. Huachuca Branch, Tombstone Branch and all tracks at Curtiss Powder plant: Air brakes must be used on all cars in all operations.

Naco. Air brakes must be used when switching pumping plant track.

Forrest. Air brakes must be used on all cars in switching Paul's spur.

Douglas. Phelps Dodge smelter: Air brakes must be used on all cars placed on unloading trestles at P. D. smelter. Air brakes must be used and rear end test made as per Air Brake Rule 25 on all operations between Douglas yard and the P. D. smelter.

PASSENGER TRAINS

RULE 38. At Douglas when engine crew and/or train crew is changed on passenger trains, but engine is not changed and no angle cock has been closed except for detaching cars on the rear, rear end air brake test will be made as follows:

On a passenger train, after the brake pipe has been charged to standard pressure, the engineer will apply the brakes with a 10 pound reduction, then signal the trainmen by one blast of the whistle. The angle cock on the rear of the train will then be opened gently, allowing only enough air to escape to cause brake pipe gage hand in cab to fall without making an emergency application, and then closed. When the engineer notes the hand falling, he will answer with two blasts of the whistle. The trainmen will immediately signal four blasts of the air signal whistle (using the signal cord on rear car) to release brakes. Engineer will then release the brakes by placing the automatic brake valve handle in release until brake pipe is charged to not less than five pounds below standard pressure, slowly returning it to running position, then wait until brake pipe pressure has settled to make one short release by moving the handle momentarily to release and back to running position.

This test to be followed by running test in accordance with Rule 39 as soon as speed permits after starting train and in addition, by exchange of hand or lamp signals between flagman and other members of train crew.

MISCELLANEOUS

1. Avoid taking water at following emergency water stations:

Whetstone.
Garden Canon.

If necessary to take water, take only enough to reach next unrestricted water station.

Engines going to Don Luis must take full tank of water at Bisbee Jct.

9. **Naco.** Opening of five car lengths must be left each side of crossing west of passenger station.

28. Where bus connection is provided at Bisbee Jct. conductors of passenger trains scheduled to stop will ascertain if bus has arrived or ask for instructions.

TRACK AND CAR RESTRICTIONS

Ft. Huachuca Branch: SP, Mt, and Mk class engs. must not turn on wye Ft. Huachuca or operate beyond MP 1072.

Tombstone Branch: Bunker Hill tracks, Tombstone, must not be used beyond points indicated by signs: "Limit of Train Operation—End of Maintenance."

Bisbee Branch: Campbell shaft track and Denn spur track at Lowell must not be used beyond points indicated by signs: "Limit of Southern Pacific switching operations."

Shop spur in Junction Mine yard at Lowell, engines must not pass sign reading: "Engines Must Not Pass This Point."

Lowell: Engines must not operate over trestle 1091.38 on approach to ore bin, Shattuck Denn mine.

Look out for fallen rocks on curve between MP 1053 and MP 1053.8, west of Charleston.

Engines listed must not operate on tracks shown below:

Class of Engine		Restricted Tracks
Engines heavier than 161,000 lbs. on drivers	Tombstone	Schuster track.
Engines heavier than 178,000 lbs. on drivers	Calumet	Trestle to ore bins at smelter.

Load limit (car and contents):

Benson-Fairbank, Tombstone, Ft. Huachuca, Bisbee Branches, and Bisbee-Lowell Cutoff	210,000 pounds
Patagonia Branch	169,000 pounds

LOCATIONS WHERE SLOW BOARD RESTRICTIONS APPLY TO ONE OR MORE CURVES, STRUCTURES, OR EXTENDED SECTION OF TRACK

FOR EASTWARD TRAINS			FOR WESTWARD TRAINS		
Location of Slow Board MP	Beginning of Restriction MP	End of Restriction MP	Location of Slow Board MP	Beginning of Restriction MP	End of Restriction MP
*1006.7	1007.5	1008.4	*1009.2	1008.4	1007.5
*1009.4	1010.2	1017.7	*1018.5	1017.7	1010.2
*1020.1	1020.9	1021.2	*1022.0	1021.2	1020.9
1044.6	1045.4	1045.9	1046.7	1045.9	1045.4
1052.7	1053.5	1053.8	1054.6	1053.8	1053.5
1059.4	1060.2	1060.4	1061.2	1060.4	1060.2
1065.3	1066.1	1066.3	1067.1	1066.3	1066.1
1067.4	1068.2	1069.5	1070.3	1069.5	1068.2
1077.0	1077.8	1078.1	1078.8	1078.1	1077.8
1080.1	1080.8	1081.0	1081.8	1081.0	1080.8
1087.9	1088.7	1089.3	1090.1	1089.3	1088.7
1089.4	1090.2	1091.8	1092.6	1091.8	1090.2
1091.9	1092.7	1093.1	1093.9	1093.1	1092.7
1094.2	1095.0	1095.2	1096.0	1095.2	1095.0
*Track No. 1			*Track No. 1		

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

Mile Post	At or Near	Description	Overhead or Side
997.8	Rita	Water column—main and siding	Side
028.6	Whetstone	Water column—main and siding	Side
1048.2	Fairbank	Water column—main and siding	Side
1058.8	Lewis Springs	Water tank spout—main track	Side
1069.0	Hereford	Water column—main and siding	Side
1085.0	Bisbee Jct.	Water column—main and siding	Side
1089.0	Crook Tunnel		Over and side
1096.9	Forrest	Water column—main and siding	Side
1107.0	Douglas	East water column—main and siding	Side
		PATAGONIA BRANCH	
1051.9	Fairbank	Bridge over San Pedro River	Over
1055.3		Bridge over Babacomari Creek	Over
1067.4		Bridge over Babacomari Creek	Over
1073.8	Elgin	Platform	Side
		FT. HUACHUCA BRANCH	
1059.0	Lewis Springs	Bridge over San Pedro River	Over and side

MAXIMUM SPEED PERMITTED CERTAIN ENGINES, SUBJECT TO FURTHER RESTRICTIONS AS SHOWN IN SPEED RESTRICTIONS TABLE

Patagonia Branch: Do not exceed 10 MPH over bridges 1051.96, 1055.29, 1067.41 and 1085.15.

Ft. Huachuca Branch: SP, Mt and Mk class engines will head eastward and back westward and not exceed speed of 20 MPH.

Trains handling loaded ore cars between Bisbee Jct. and Calumet must not exceed 25 MPH.

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS		With Caution Not Exceeding MPH
Through sidings, yard and other side-tracks, crossovers, turnouts, and slip-switches, except		15
On wye tracks at Fairbanks, Lewis Springs, Bisbee Jct., Douglas		10
On wye tracks at stations not listed above		6
On all turnouts listed below:		
Mescal	West turnout west crossover	20
	East turnout east crossover	20
Benson	Wye track	10
Curtiss	Magazine spur	10
Tombstone	All tracks	10
Lewis Springs	East end west leg of wye	10
Ft. Huachuca	Stem of wye	10
Bisbee	All tracks	10
Lowell	All tracks Junction yard	10
	Sacramento spur	10
	Denn Lumber spur	10
Douglas	Nacozari connection	20
	Machine shop and industry tracks	10
Through any siding, crossover, turnout, or slip-switch with engine backing		10

SPEED RESTRICTIONS: **Maximum speed of Passenger trains must not exceed 50 MPH and Freight and Mixed trains 35 MPH except as otherwise provided for herein, or by bulletin, train order or fixed signal.**

Maximum speed of any train with an engine not shown in Speed Restriction table, 35 MPH, and is further restricted to maximum speed shown for Freight and Mixed trains if less than 35 MPH.

Page No.	TERRITORY	WITH TRAIN — ENGINE RUNNING FORWARD									LIGHT ENGINE RUNNING FORWARD				ENGINE BACKING WITH TRAIN OR LIGHT	
		PASSENGER														
		P-8 (if CCB*) P-7-10-12 GS Mt	E A P-1-3-4-5-6-11 P-8 (if not CCB*)	-26 -32 -37 -40	AC-4-5-7-8-9-10-11-12 AC-6 (if CCB*)	T-1-8-9-23-28-31-36-57-58 Mk-5-6-7-8-9 F (if CCB*) SP Gas-elec. cars	M AM-2 B-1	C-2-4-5-8-9-10-18-19-26-27-28-29 TW Mk-2-4 F (if not CCB*) AC-1-2-3-6 (if not CCB*)	C-15-17-32 Mk-10-11 MM-3	FREIGHT AND MIXED	E P A Mt GS	T-26-32-37-40 F (if CCB*)	M T-1-8-9-23-28-31-36-57-58 C-2-4-5-8-9-10-18-19-26-27-28-29 Mk-5-6-7-8-9 F (if not CCB*) SP B-1	C-15-17-32 TW Mk-2-4-10-11 AC AM-2 MM-3	E A P C TW B-1 Mk F Mt GS SP	M AC AM-2 MM-3 Gas-elec. cars
2-3	Tucson-MP 985.26 (W. Sw. PFE Yard)	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15
	MP 985.26-MP 988.09 (Track No.1)	30	30	30	30	30	30	30	30	25	20	20	20	20	20	20
	MP 988.09-MP 990.3	50	50	50	50	50	45	40	35	35	40	35	35	30	30	25
	MP 990.3-Mescal	65	65	60	55	50	45	40	35	40	45	40	35	30	30	25
	Mescal through interlocking limits, except	50	50	50	50	50	45	40	35	35	45	40	35	30	30	25
	Through Crossovers at east and west ends Mescal Interlocking Plant when moving between Tucson Division and Rio Grande Division main tracks	25	25	25	25	25	25	25	25	25	25	25	25	25	15	15
	Mescal-Fairbank	60	60	60	55	50	45	40	35	40	45	40	35	30	30	25
	Fairbank-Douglas, except	50	50	50	50	50	45	40	35	40	40	35	35	30	30	25
	Douglas, over 16th St. Crossing	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
	Fairbank-Patagonia	.....	20	.....	.....	.....	.....	.....	.....	20	.....	.....	.....	20	15	15
	Benson Jct.-Benson	.....	20	.....	.....	.....	20	20	20	20	.....	.....	20	20	15	15
	Tombstone-Fairbank	.....	20	.....	.....	.....	20	20	20	20	.....	.....	20	20	15	15
	Fort Huachuca-Lewis Springs	25	25	25	.....	.....	25	25	25	25	.....	.....	25	25	20	20
	Bisbee Branch	.....	25	25	.....	25	25	25	25	20	20	20	20	20	15	15

RATING OF ENGINES—In Ms of 1000 lbs. Back of Tender.

NOMINAL CLASS	ENGINE NUMBERS	Tucson to Naco	Naco to Bisbee Jct.	Bisbee Jct. to Douglas Bisbee Jct. to Fairbank Mescal to Tucson	Douglas to Bisbee Jct.	Fairbank to Mescal
E-23	1500 and 1502	1200	1550	5000	1300	2550
M-4	1617 to 1713	1650	2100	5000	1750	3350
M-6, 8	1721 to 1803, 1823 to 1825	1950	2500	6000	2100	3950
M-9, 11	1804 to 1822, 1826 to 1831 and 1836	2050	2650	6000	2200	4200
M-11	1832 to 1835	2150	2750	6000	2300	4350
T-1	2242 to 2271	1400	1800	5000	1500	2900
T-8, 9	2161, 2174 and 2178	990	1250	5000	1050	2050
T-23	2301 to 2310	2000	2600	6000	2200	4150
T-26	2283 to 2299	1750	2250	6000	1900	3650
T-28, 31	2311 to 2362	2250	2900	8000	2450	4600
T-32, 40	2363 to 2384	2300	2950	8000	2450	4650
T-36	2103	1500	1950	5000	1650	3100
T-37	2105 and 2106	2050	2600	6000	2200	4150
T-57, 58	2385 and 2386	1850	2350	6000	2000	3750
P-1, 3, 5	2408, 2411 to 2413, 2416 to 2418, 2423, 2425 to 2435, 2437 to 2452, 2459 and 2460	1800	2300	6000	1950	3750
P-1	2400, 2403 to 2407 and 2415	1850	2450	6000	2050	3900
P-4	2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436	1950	2550	6000	2150	4100
P-6	2453, 2454 and 2458	2250	2900	8000	2450	4650
P-7	2476 and 2477	2400	3100	8000	2600	4950
P-8, 10	2461 to 2474, 2478 to 2483	2450	3200	8000	2650	5150
P-8, 10	2475, 2484 to 2491	2600	3350	8000	2800	5400
P-11	3100 to 3109	1950	2500	8000	2100	4000
P-12	3120 to 3129	2600	3350	8000	2800	5300
C-5, 8, 9, 10, 26 to 29	2513 to 2599, 2624 to 2860, 3440 to 3469	2500	3200	8000	2700	5100
C-15, 32	2500, 2505 to 2507	1600	2050	5000	1700	3250
C-17	2510 and 2511	1950	2500	6000	2150	3950
C-18	3400 to 3409	2350	3000	8000	2500	4700
C-19	3410 to 3426	2400	3100	8000	2600	4850
TW-1	2900 to 2913	1900	2400	7000	2050	3850
TW-2, 3	2932 to 2952	1500	1950	7000	1650	3100
TW-4, 6	2926 to 2931 and 2957	1400	1800	7000	1550	1900
TW-8	2914 to 2923	2100	2650	7000	2250	4250
A-3	3029	1350	1800	6000	1500	2950
A-3	3025, 3036, 3052 and 3057	1450	1900	6000	1550	3100
A-6	3000 to 3003	1700	2250	6000	1850	3600
Mk-2, 4	3201 to 3240	2750	3550	8000	3000	5650
Mk-5, 6	3241 to 3277	3150	4050	8000	3400	6400
Mk-7, 8, 9	3300 to 3324	3500	4450	8000	3800	7050
Mk-10	3295	2700	3450	8000	2900	5400
Mk-11	3297 and 3298	2600	3300	8000	2800	5200
F-1	3600 to 3652	3700	4750	10000	4000	7450
F-3	3653 to 3667	4200	5400	10000	4550	8500
F-4, 5	3668 to 3769	4750	6100	10000	5150	9550
AM-2	3900 to 3911	4150	5300	10000	4500	8400
MM-3	3930 and 3931	4800	6150	10000	5200	9700
AC-1, 2, 3	4000 to 4048	5050	6450	12000	5450	10100
AC-4, 5	4100 to 4125	6550	8400	14000	7100	13000
AC-6 to 12	3800 to 3811, 4126 to 4294	7400	8700	12000	7500	12000
Mt-1, 3, 4, 5	4300 to 4376	3800	4850	10000	4100	7700
Mt-2	4385 to 4390	3550	4600	10000	3850	7300
GS-1, 2	4400 to 4415	3500	4550	10000	3800	7350
GS-3, 4, 5, 6	4416 to 4469	4000	5100	10000	4300	8050
SP-1, 2, 3	5000 to 5048	5350	6850	10000	5800	10000
Allowance for Empty and Underloaded Cars	Less than 45 Ms	6	6	6	6	6
	45 Ms to 55 Ms	3	3	3	3	3
	More than 55 Ms	0	0	0	0	0

ENGINES FOR WHICH NO RATING IS SHOWN IN THE RATING OF ENGINES TABLE WILL NOT BE PERMITTED TO OPERATE IN THAT TERRITORY UNLESS AUTHORIZED BY SUPERINTENDENT.

MESCAL SUBDIVISION

RATING OF ENGINES—In Ms of 1000 lbs. Back of Tender.

NOMINAL CLASS	ENGINE NUMBERS	Bisbee Jct. to Don Luis Bisbee Jct. to Warren	Don Luis to Bisbee Warren to Bisbee Fairbank to Tombstone	Bisbee to Don Luis Bisbee to Warren Tombstone to Fairbank	Don Luis to Bisbee Jct. Warren to Bisbee Jct.	Lewis Springs to Ft. Huachuca	Ft. Huachuca to Lewis Springs	Fairbanks to Sonoita Patagonia to Elgin	Elgin to Fairbank Sonoita to Patagonia	Benson and Benson Jct.
E-23	1500 and 1502	670	670	5000	5000	670	5000	830	5000	830
M-4	1617 to 1713	950	950	5000	5000	950	5000	1150(A)	5000(A)	1150
M-6, 8	1721 to 1803, 1823 to 1825	1050	1050	6000	6000	1050	6000	....	....	1360
M-9, 11	1804 to 1822, 1826 to 1831 and 1836	1200	1200	6000	6000	1200	6000	....	....	1450
M-11	1832 to 1835	1250	1250	6000	6000	1250	6000	....	....	1500
T-1	2242 to 2271	800	800	5000	5000	800	5000	1000	5000	1000
T-8, 9	2161, 2174 and 2178	550	550	5000	5000	550	5000	690	5000	690
T-23	2301 to 2310	1200	1200	6000	6000	1200	6000	....	....	1450
T-26	2283 to 2299	1000	1000	6000	6000	1000	6000	....	....	1250
T-28, 31	2311 to 2362	1300	1300	8000	8000	1300	8000	....	....	1600
T-32, 40	2363 to 2384	1300	1300(E)	8000(E)	8000	1300	8000	....	....	1650(
T-36	2103	870	870	6000	6000	870	6000	1050	6000	1050
T-37	2105 and 2106	1150	1150	6000	6000	1150	6000	....	....	1450
T-57, 58	2385 and 2386	1050	1050	6000	6000	1050	6000	....	....	1300
P-1, 3, 5	2408, 2411 to 2413, 2416 to 2418, 2423, 2425 to 2435, 2437 to 2452, 2459 and 2460	1000	1000	6000	6000	1000	6000	....	....	1250
P-1	2400, 2403 to 2407 and 2415	1050	1050	6000	6000	1050	6000	....	....	1300
P-4	2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436	1100	1100	6000	6000	1100	6000	....	....	1350
P-6	2453, 2454 and 2458	1250	1250	8000	8000	1250	8000	....	....	1600
P-7	2476 and 2477	1350	1350	8000	8000	1350	8000	....	....	1700
P-8, 10	2461 to 2474, 2478 to 2483	1350	....	....	8000	1350	8000	....	....	....
P-8, 10	2475, 2484 to 2491	1450	....	....	8000	1450	8000	....	....	....
P-11	3100 to 3109	1100	1100	8000	8000	1100	8000	....	....	1350
P-12	3120 to 3129	1490	....	....	8000	1490	8000	....	....	....
C-5, 8, 9, 10, 26 to 29	2513 to 2599, 2624 to 2860, 3440 to 3469	1470	1470	8000	8000	1470	8000	....	....	1770
C-15, 32	2500, 2505 to 2507	940	940	5000	5000	940	5000	1150(B)	5000(B)	1150
C-17	2510 and 2511	1150	1150	6000	6000	1150	6000	....	....	1400
C-18	3400 to 3409	1350	1350	8000	8000	1350	8000	....	....	1650
C-19	3410 to 3426	1430	1430	8000	8000	1430	8000	....	....	1700
TW-1	2900 to 2913	1100	1100	7000	7000	1100	7000	....	....	1350
TW-2, 3	2932 to 2952	940	940	6000	6000	940	6000	1150	6000	1150
TW-4, 6	2926 to 2931 and 2957	820	820	6000	6000	820	6000	1000	6000	1000
TW-8	2914 to 2923	1200	1200	7000	7000	1200	7000	....	....	1500
A-3	3029	760	760	6000	6000	760	6000	....	....	960
A-3	3025, 3036, 3052 and 3057	800	800	6000	6000	800	6000	....	....	1000
A-6	3000 to 3003	960	960	6000	6000	960	6000	....	....	1200
Mk-2, 4	3201 to 3240	1700	1700(C)	10000(C)	10000	1700	10000	....	....	1950(
Mk-5, 6	3241 to 3277	1850	1850(C)	10000(C)	10000	1850	10000	....	....	2250(
Mk-7, 8, 9	3300 to 3324	2070	....	....	10000	2070	10000	....	....	....
Mk-10	3295	1600	1600	8000	8000	1600	8000	....	....	1950
Mk-11	3297 and 3298	1550	1550	8000	8000	1550	8000	....	....	1850
F-1	3600 to 3652	2190	....	....	10000	2190	10000			
F-3	3653 to 3667	2490	....	....	10000	2490	10000			
F-4, 5	3668 to 3769	2770	....	....	10000	2770	10000			
AM-2	3900 to 3911	2450	....	....	10000	2450	10000			
MM-3	3930 and 3931	2900	....	....	10000	2900	10000			
AC-1, 2, 3	4000 to 4048	3100	....	....	10000	....	....			
AC-4, 5	4100 to 4125	4000	....	....	10000	....	....			
AC-6 to 12	3800 to 3811, 4126 to 4294	4200	....	....	10000	....	....			
Mt-1, 3, 4, 5	4300 to 4376	1970	....	....	10000	1970	10000			
Mt-2	4385 to 4390	2150	....	....	10000	2150	10000			
GS-1, 2	4400 to 4415	2000	....	....	10000	....	....			
GS-3, 4, 5, 6	4416 to 4469	2150	....	....	10000	....	....			
SP-1, 2, 3	5000 to 5048	2970	....	....	10000	2970	10000			
Allowance for Empty and Underloaded Cars	Less than 45 Ms	....	....	....	....	6	6	6	....	3
	45 Ms to 55 Ms	....	....	....	....	3	3	3	....	3
	More than 55 Ms	....	....	....	....	0	0	0	....	0

NOTES:

(A) Applies to Engines 1617 1627 and 1703 only.

(B) Applies to Engines 2505 2506 and 2507 only.

(C) Applies to Engines 3201 3203 to 3206, 3211, 3213, 3214 3224, 3227, 3229, 3236, 3237 3241, 3247, 3251, 3253, 3255 3259, 3266, 3268, 3271, 3272 an 3274 only.

(E) Applies to all Engines 2363 to 2384 except Engine 2371.

ENGINES FOR WHICH NO RATING IS SHOWN IN THE RATING OF ENGINES TABLE WILL NOT BE PERMITTED TO OPERATE IN THAT TERRITORY UNLESS AUTHORIZED BY SUPERINTENDENT.

RULE 14 (d). As specified below, — — — — o sounds of whistle will be indication that flagman may return from west as prescribed by Rule 99:

Anapra, trains on Hachita Subdivision.

RULE 14 (e). As specified below, — — — — — — sounds of whistle will be indication that flagman may return from east as prescribed by Rule 99:

Anapra, trains on Hachita Subdivision.

RULE 21 (C). Engines on incoming trains may display train indicators until arrival on enginehouse track at Douglas.

RULE 82 (A). Eastward regular trains and sections of schedules from Hachita Subdivision may assume similar schedules or sections of schedules on Deming Subdivision at Anapra without clearance, provided train is properly cleared by train-order signal.

Eastward extra trains from Hachita Subdivision may leave Anapra without clearance, provided train is properly cleared by train-order signal.

RULE 83 (B). At open train-order offices, trains may register by ticket as follows:

Anapra, All trains.

RULE 93. Yard limits in which the provisions of Rule 93 will apply are established at the following points:

West MP		East MP
1106.02	Douglas	1109.06
1204.46	Hachita	1207.96

RULE 95. Sections of schedules may be arranged from El Paso (Union Depot) or Tower 6 by telegram from chief train dispatcher, to Anapra, or to El Paso (Cotton Ave.), where train-order authority will be placed.

Form F train-orders reading to Anapra from Hachita Subdivision will apply to El Paso (Union Depot), or El Paso (Cotton Ave.) on Deming Subdivision.

RULE 103 (A). Trains and engines must be preceded by flagman before any movement is made over following street and highway crossings:

Douglas......Crossing of main track and Nacozari lead at 16th St., when bell is not operating;
All crossings on Queen track;
Park and 14th St., crossings on Nacozari lead.

RULE 104. The normal position of rigid switches at junction points, end of double track, and certain other locations, is as follows:

Douglas......Nacozari RR, for SP yard track;
Anapra......East end of west crossover, and west end of east crossover, for Deming line; these switches will be handled by operator.

RULE 105. Following tracks are designated for use as sidings:

Hachita: Siding is on south side of main track. East switch located 1470 feet east of station building, west switch 200 feet west of west wye switch.

RULE 204. Trains of Deming and Hachita Subdivisions with the same conductor and engineer, operating through Anapra, may be issued train-orders on one subdivision that affect their movement on the other, or both subdivisions.

RULE 510. The following block signals equipped with triangular number plate displaying the letter "P" have included in their control limits some special protective device:

Eastward Signal	Protection	Westward Signal
P-13174	Spring Switch, west end west crossover, Anapra	P-13175 P-13177
	Spring Switch, east end east crossover, Anapra	P-13189

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows, and speed indicated must not be exceeded while trailing through these switches:

Location	Normal Position	Maximum Speed Psgr.	Maximum Speed Frt.
Anapra.....West end west crossover....	No. 2 track...	25	25

Spring switches not equipped with facing point locks are located as follows, and speed indicated must not be exceeded when passing over the switches in facing movement, or in trailing through them:

Location	Normal Position	Maximum Speed Psgr.	Maximum Speed Frt.
Anapra.....East end east crossover....	No. 2 track...	25	20

RULE 827. TRAIN INSPECTION.

When conditions are favorable, and in the judgment of conductor and engineer it is safe to do so, and when additional stops can thereby be avoided, freight trains may run between water stops without stopping, provided the distance is not over 60 miles. Inspection must be made at any intermediate stop.

PASSENGER TRAINS

RULE 38. At Douglas, when engine crew and/or train crew is changed on passenger trains, but engine is not changed and no angle cock has been closed except for detaching cars on the rear, rear-end air brake test will be made as follows:

On a passenger train, after the brake pipe has been charged to standard pressure, the engineer will apply the brakes with a 10-pound reduction, then signal the trainmen by one blast of the whistle. The angle cock on the rear of the train will then be opened gently, allowing only enough air to escape to cause brake pipe gauge hand in cab to fall without making an emergency application, and then closed. When the engineer notes the hand falling, he will answer with two blasts of the whistle. The trainmen will immediately signal four blasts of the air signal whistle (using the signal cord on rear car) to release brakes. Engineer will then release the brakes by placing the automatic brake valve handle in release until brake pipe is charged to not less than five pounds below standard pressure, slowly returning it to running position, then wait until brake pipe pressure has settled to make one short release by moving the handle momentarily to release and back to running position.

This test to be followed by running test in accordance with Rule 39 as soon as speed permits after starting train and in addition, by exchange of hand or lamp signals between flagmen and other members of train crew.

MISCELLANEOUS

Avoid taking water at following emergency water stations:

Cazador Noria Hermanas

If necessary to take water, take only enough to reach next unrestricted water station.

Mt. Riley: Eastward trains take only enough water to reach El Paso, westward trains take only enough water to reach Columbus.

TRACK AND CAR RESTRICTIONS

Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Tracks
Engines heavier than 200,000 pounds on drivers	Douglas..Government spur; Brewery and Gypsum plant tracks.

Look out for drifted sand between Columbus and Anapra.

LOCATIONS WHERE SLOW BOARD RESTRICTIONS APPLY TO ONE OR MORE CURVES, STRUCTURES, OR EXTENDED SECTION OF TRACK

FOR EASTWARD TRAINS			FOR WESTWARD TRAINS		
Location of Slow Board M P	Beginning of Restriction M P	End of Restriction M P	Location of Slow Board M P	Beginning of Restriction M P	End of Restriction M P
1114.2	1115.0	1126.2	1109.0	1108.2	1107.8
1133.7	1134.5	1135.2	1127.0	1126.2	1115.0
1138.9	1139.7	1140.2	1136.0	1135.2	1134.5
1155.2	1156.0	1163.4	1141.0	1140.2	1139.7
1163.9	1164.6	1169.0	1164.2	1163.4	1156.0
1178.2	1179.0	1183.4	1169.8	1169.0	1164.6
1183.4	1184.2	1185.0	1184.2	1183.4	1179.0
1185.4	1185.2	1226.4	1185.8	1185.0	1184.2
1226.2	1227.0	1231.0	1227.2	1226.4	1186.2
1231.2	1232.0	1264.5	1231.8	1231.0	1227.0
1264.9	1265.7	1266.2	1265.3	1264.5	1232.0
1266.5	1267.3	1272.0	1267.0	1266.2	1265.7
1279.2	1280.0	1282.4	1272.8	1272.0	1267.3
1282.6	1283.4	1285.3	1283.2	1282.4	1280.0
1285.5	1286.3	1290.7	1286.1	1285.3	1283.4
1290.7	1291.5	1292.9	1291.5	1290.7	1286.3
1293.1	1293.9	1309.9	1293.7	1292.9	1291.5
1313.5	1314.3	1318.8	1309.7	1308.9	1293.9
♦1318.8	1319.6	1319.9	♦1319.6	1318.8	1314.3
			♦1320.7	1319.9	1319.6

♦Track No. 2

♦Track No. 2

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

Mile Post	At or Near	Description	Overhead or Side
1107.0	Douglas	East water column — main and siding	Side
1121.1	Cazador	Water tank and spout — main track	Over and side
1147.1	Apache	Water tank and spout — main track	Over and side
1158.7	Rodeo	Water tank and spout — main track	Over and side
1230.9	Hermanas	Water tank and spout — main track	Over and side
1285.6	Mt. Riley	Water column—main track	Side
1299.0	Noria	Water column—main and siding	Side

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS

	With Cautio Not Exceedi MPH
Through sidings, yard and other side-tracks, crossovers, turnouts, and slip-switches, except	15
On wye tracks at Douglas	10
On wye tracks at stations not listed above	6
On all turnouts listed below:	
Douglas......Nacozari Connection	20
Machine shop and industry tracks	10
Through any siding, crossover, turnout, or slip-switch with engine backing	10

bulletin, train order or fixed signal.

Maximum speed of any train with an engine not shown in Speed Restriction table, 35 MPH, and is further restricted to maximum speed shown for Freight and Mixed trains if less than 35 MPH.

Page No.	TERRITORY	WITH TRAIN — ENGINE RUNNING FORWARD									LIGHT ENGINE RUNNING FORWARD				ENGINE BACKING WITH TRAIN OR LIGHT	
		PASSENGER								FREIGHT AND MIXED						
		P-8 (if CCB*) P-7-10-12 GS Mt	E A P-1-3-4-5-6-11 P-8 (if not CCB*)	T-26-32-37-40	AC-4-5-7-8-9-10-11-12 AC-6 (if CCB*)	T-1-8-9-23-28-31-36-57-58 Mk-5-6-7-8-9 F (if CCB*) SP Gas-elec. cars	M AM-2 B-1	C-2-4-5-8-9-10-18-19-26-27-28-29 TW Mk-2-4 F (if not CCB*) AC-1-2-3-6 (if not CCB*)	C-15-17-32 Mk-10-11 MM-3		E P A Mt GS	T-26-32-37-40 F (if CCB*)	M T-1-8-9-23-28-31-36-57-58 C-2-4-5-8-9-10-18-19-26-27-28-29 Mk-5-6-7-8-9 F (if not CCB*) SP B-1	C-15-17-32 TW Mk-2-4-10-11 AC AM-2 MM-3	E A P C TW B-1 Mk F Mt GS SP	M AC AM-2 MM-3 Gas-elec. cars
5, 6	Douglas-MP 1115, except	60	60	60	55	50	45	40	35	40	45	40	35	30	30	25
	Douglas, over 16th St. Crossing	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
	MP 1115-Perilla	40	40	40	40	40	40	40	35	40	40	35	35	30	30	25
	Perilla-MP 1142	60	60	60	55	50	45	40	35	40	45	40	35	30	30	25
	MP 1142-MP 1156	65	65	60	55	50	45	40	35	40	45	40	35	30	30	25
	MP 1156-Mastodon, except	60	60	60	55	50	45	40	35	40	45	40	35	30	30	25
	Columbus, over road crossing just west of station	30	30	30	30	30	30	30	30	20	20	20	20	20	10	10
	Mastodon-Anapra	50	50	50	50	50	45	40	35	40	40	35	35	30	30	25

HACHITA SUBDIVISION

RATING OF ENGINES—In Ms of 1000 lbs. Back of Tender.

NOMINAL CLASS	ENGINE NUMBERS	Douglas to Anapra	Anapra to Douglas
E-23	1500 and 1502	1200	1300
M-4	1617 to 1713	1650	1750
M-6, 8	1721 to 1803, 1823 to 1825	1950	2100
M-9, 11	1804 to 1822, 1826 to 1831 and 1836	2050	2200
M-11	1832 to 1835	2150	2300
T-1	2242 to 2271	1400	1500
T-8, 9	2161, 2174 and 2178	990	1050
T-23	2301 to 2310	2000	2200
T-26	2283 to 2299	1750	1900
T-28, 31	2311 to 2362	2250	2450
T-32, 40	2363 to 2384	2300	2450
T-36	2103	1500	1650
T-37	2105 and 2106	2050	2200
T-57, 58	2385 and 2386	1850	2000
P-1, 3, 5	2408, 2411 to 2413, 2416 to 2418, 2423, 2425 to 2435, 2437 to 2452, 2459 and 2460	1800	1950
P-1	2400, 2403 to 2407 and 2415	1850	2050
P-4	2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436	1950	2150
P-6	2453, 2454 and 2458	2250	2450
P-7	2476 and 2477	2400	2600
P-8, 10	2461 to 2474, 2478 to 2483	2450	2650
P-8, 10	2475, 2484 to 2491	2600	2800
P-11	3100 to 3109	1950	2100
P-12	3120 to 3129	2600	2800
C-5, 8, 9, 10, 26 to 29	2513 to 2599, 2624 to 2860, 3440 to 3469	2500	2700
C-15, 32	2500, 2505 to 2507	1600	1700
C-17	2510 and 2511	1950	2150
C-18	3400 to 3409	2350	2500
C-19	3410 to 3426	2400	2600
TW-1	2900 to 2913	1900	2050
TW-2, 3	2932 to 2952	1500	1650
TW-4, 6	2926 to 2931 and 2957	1400	1550
TW-8	2914 to 2923	2100	2250
A-3	3029	1350	1500
A-3	3025, 3036, 3052 and 3057	1450	1550
A-6	3000 to 3003	1700	1850
Mk-2, 4	3201 to 3240	2750	3000
Mk-5, 6	3241 to 3277	3150	3400
Mk-7, 8, 9	3300 to 3324	3500	3800
Mk-10	3295	2700	2900
Mk-11	3297 and 3298	2600	2800
F-1	3600 to 3652	3700	4000
F-3	3653 to 3667	4200	4550
F-4, 5	3668 to 3769	4750	5150
AM-2	3900 to 3911	4150	4500
MM-3	3930 and 3931	4800	5200
AC-1, 2, 3	4000 to 4048	5050	5450
AC-4, 5	4100 to 4125	6550	7100
AC-6 to 12	3800 to 3811, 4126 to 4294	7400	7500
Mt-1, 3, 4, 5	4300 to 4376	3800	4100
Mt-2	4385 to 4390	3550	3850
GS-1, 2	4400 to 4415	3500	3800
GS-3, 4, 5, 6	4416 to 4469	4000	4300
SP-1, 2, 3	5000 to 5048	5350	5800
Allowance for Empty and Underloaded Cars	Less than 45 Ms	6	6
	45 Ms to 55 Ms	3	3
	More than 55 Ms	0	0

ENGINES FOR WHICH NO RATING IS SHOWN IN THE RATING OF ENGINES TABLE WILL NOT BE PERMIT TO OPERATE IN THAT TERRITORY UNLESS AUTHORIZED BY SUPERINTENDENT.

RULE 14 (d). As specified below, — — — — o sounds of histle will be indication that flagman may return from west as rescribed by Rule 99:

Anapra, Trains on Hachita Subdivision.

RULE 14 (e). As specified below, — — — — — — sounds of histle will be indication that flagman may return from east as rescribed by Rule 99:

Anapra, Trains on Hachita Subdivision.

RULE 14 (l). Whistle Signal 14 (l) will not be sounded approaching grade street crossings within the city limits of El Paso, xcept in cases of emergency, but there must be no failure to ring ell while approaching and passing over such crossings.

RULE 21 (C). Engines on incoming trains may display train ndicators until arrival on enginehouse track at El Paso (except hose arriving Union Depot).

RULE 27. Light will not be displayed in switch lamps on lifton Branch at night.

RULE D-71. Trains may move between Anapra and El Paso Cotton Ave.) with current of traffic irrespective of time-table uperiority, but must avoid delaying passenger trains.

Trains and engines moving via Icehouse Crossover to Tower on T&NO track must run with caution, expecting to find track ccupied.

Semi-automatic signal on No. 2 track west of Icehouse Crossver will display caution indication when switch to crossover from o. 2 track to T&NO track is lined and Signal 8314 at east end of rossover displays stop indication.

Main tracks between Tower 47 and Tower 6 will be used jointly y Deming and Alamogordo Subdivision trains and T&NO trains, nd movement between these points must be made with caution, xpecting to find main track occupied.

RULE 82 (A). Crews ordered for regular trains and sections schedules at El Paso (Union Depot) may assume those schedules ithout clearance and proceed to Anapra, or to El Paso (Cotton ve.) where they must receive train orders and check of trains hen necessary, and clearance which must bear dispatcher's O. K.

Eastward regular trains and sections of schedules from Hachita ubdivision may assume similar schedules or sections of schedules Deming Subdivision at Anapra without clearance, provided ain is properly cleared by train-order signal.

Eastward extra trains from Hachita Subdivision may leave napra without clearance, provided train is properly cleared by ain-order signal.

RULE 83 (B). At open train-order offices, trains may register ticket as follows:

East Lordsburg, westward trains, and eastward first-class trains;
Anapra, All trains;
Trains leaving El Paso (Union Depot) show time of departure ticket left at Anapra.

RULE 93. Yard limits in which the provisions of Rule 93 will pply are established at the following points:

est MP		East MP
47.19	Lordsburg	1151.38
	" (Lawrence Br.)	1148.38
	" (Clifton Br.)	1148.52
06.88	Deming	1209.71
19.87	El Paso (No. 2 track)	
91.54	" " (No. 1 track)	
	" " (Alamogordo Subdivision)	1300.54
83.67	Duncan	1184.81
15.32	Clifton	1216.89

Deming: Cars for Government Airport will be placed on Airrt track east of derail 200 feet from initial switch. If instructed move cars to or from the Airport, engine handling must have all rs in advance of engine as it moves into spur, and must not exed 15 MPH on tangent, and 10 MPH on curves on this spur.

RULE 95. Sections of schedules may be arranged from El aso (Union Depot) or Tower 6 by telegram from chief train distcher, to Anapra, where train-order authority will be placed.

Form F train orders reading to Anapra from Hachita Subdiision will apply to El Paso (Union Depot), or El Paso (Cotton Ave.) Deming Subdivision.

RULE D-97 (A). Applies between Anapra and Tower 47.

RULE 98. Railroad crossings at grade not interlocked:

El Paso. T&P main track crossing of River track at Dallas St.;
T&NO wye track crossing of River track at Cotton Ave.;
T&P yard track crossing of River track near foundry. Movement over this crossing may be made only after flagman has preceded movement.

RULE 103 (A). Trains and engines must be preceded by flagman before any movement is made over following street and highway crossings:

El Paso. Crossings of River track at Dallas St., Magoffin Ave., Texas St., East San Antonio St., Myrtle Ave., and Bassett Ave.;
All crossings on EP&NE lead in east yard, when making westward movement;
Crossing Cotton Ave., in making movement to or from T&P via wye connection;
Crossing Dallas St., in making movement to or from Tower 47;
Street crossings between North Campbell St., and Main St., on all tracks, when traffic light is not operating;
If trains or engines are stopped and block street crossings in El Paso, promptly communicate with yardmaster;
Flashing light type crossing warning signal on No. 2 track at Globe Mills is not connected with the two industry tracks at Globe Mills, and flagman must precede any movement over crossing on either of these two tracks.

RULE 104. The normal position of rigid switches at junction points, end of double track, and certain other locations, is as follows:

Anapra ....East end of west crossover, and west end of east crossover, for Deming line; these switches will be handled by operator;
Lordsburg .....Lawrence Br., for Deming line;
Lordsburg .....Ladder track at east end, must be left lined for tail track.
Lordsburg .....Clifton Br., for yard track.

DERAILS IN MAIN TRACK

Lordsburg .....On Lawrence Br., 295 ft. east of junction switch.

RULE 105. Following tracks are designated for use as sidings.
Strauss......Siding is first track south of main track.

RULE 204. Trains of Deming and Hachita Subdivisions with the same conductor and engineer, operating through Anapra, may be issued train-orders on one subdivision that affect their movement on the other, or both subdivisions.

RULE 221.

Westward trains need not obtain clearance at East Lordsburg.

Eastward trains must obtain clearance before leaving East Lordsburg.

Trains must obtain clearance before leaving Deming.

Light will not be displayed in train-order signal at Duncan except when train-order operator is on duty.

RULE D-251. Will apply as follows:
On No. 2 track, Anapra to El Paso (Cotton Ave.).
On No. 1 track, El Paso (Cotton Ave.) to Anapra.

RULE 505. AUTOMATIC BLOCK SYSTEM

Following tracks are not protected by automatic block signals:

T&NO tracks 1 and 2 between El Paso St., El Paso, and west limit of Tower 47.

Pacific Lines track 3 between Tower 6 and Campbell St., El Paso.

Tracks within limits of El Paso Union Depot Company's yard.

Signals 12162, 12163 and 12164 on P. D. track, Clifton, govern movements on P. D. track only.

Trains moving with the current of traffic on No. 1 Track or No. 2 Track between Tower 6 and Anapra finding an automatic signal indicating "stop" will apply Rule 509 (i). Trains moving against the current of traffic on either of these tracks finding an automatic signal indicating "stop" will apply Rule 509 (g), 509 (h), or 509 (J).

RULE 510. The following block signals equipped with triangular number plate displaying the letter "P" have included in their control limits some special protective device:

Eastward Signal	Protection	Westward Signal
	Spring switch, east end siding, Separ..........	P-11683
	Spring switch, east end siding, Deming.........	P-12093
	Spring switch, east end siding, Afton...........	P-12599
P-13174	Spring switch, west end west crossover, Anapra	P-13175 P-13177
	Spring switch, east end east crossover, Anapra	P-13189

RULE 516. Overlap posts:

Deming: Opposite block signal 12075, westward trains.

Bowen: 292 feet west of block signal 13194, eastward trains. 18 feet west of block signal 13188, westward trains.

RULE 535. SPRING SWITCHES.

Spring switches equipped with facing point locks are located as follows, and speed indicated must not be exceeded while trailing through these switches:

Location		Normal Position	Maximum Speed Psgr.	Maximum Speed Frt.
Separ.....	East end siding.............	Main track...	15	15
Deming...	East end siding.............	Main track...	15	15
Afton.....	East end siding.............	Main track...	25	20
Anapra...	West end west crossover.....	No. 2 track...	25	25

Spring switches not equipped with facing point locks are located as follows, and speed indicated must not be exceeded when passing over the switches in facing movement, or in trailing through them:

Location		Normal Position	Maximum Speed Psgr.	Maximum Speed Frt.
Anapra...	East end east crossover......	No. 2 track...	25	20
El Paso...	East end ice house track, (Globe Mills).......	T&NO No. 2 track...	—	15

RULE 605. INTERLOCKING.

Tower 6. Switch at west end Icehouse Crossover is a remote control switch operated from Tower 6. Semi-automatic signal 40 feet west of this switch governs movement to Icehouse Crossover. Trains stopped will call signal operator by telephone if remote control appliance is inoperative and secure permission to throw switch by hand. Instructions for operating switch by hand, when so authorized by signal operator, are located in telephone booth.

The upper arm on interlocking home signal at west end Union Depot yard governs movement into Depot tracks, and lower arm governs movement on No. 2 track to T&NO or Pacific Lines yard.

Switches just east of El Paso (Union Depot) yard for movement into and out of Union Depot tracks, and crossover movement from No. 1 and No. 2 tracks, are operated from Tower 6. Interlocking rules govern. When signals are not cleared, or the switch is not set for the route required, communicate with signal operator at Tower 6 by telephone located in box on westward signal mast at El Paso St., on signal mast near east lead Union Depot, or on iron fence Union Depot. Instructions for operating switches by hand, when authorized by signal operator, are located in telephone boxes.

When necessary for a yard engine to use a route that has been lined for a following passenger train the signal operator must immediately be advised by telephone, in order that he may restore the route and clear signals for the passenger train.

The foreman in charge of switching passenger equipment at east end of Union Depot yard will advise signal operator at Tower 6 by telephone when ready to start switching over Union Depot connection, and signal operator will set this switch and clear signal, leaving same in that position until foreman advises switching has been completed.

Conductors of eastward passenger trains advise signal operator by telephone, located in box on Union Depot fence, when train is ready to leave.

The top light on interlocking home signal at El Paso St., governs movement through crossover into Union Depot yard, and lower light governs movement on No. 1 Track.

The crossover used by eastward movements from the westw track (T&NO Track No. 1) to the eastward track (T&NO Track 2) is equipped with a hand operated switch machine located posite east switch of crossover. The two crossover switches are p connected and the one lever operates both switches simultaneou This switch machine is electrically locked from Tower 6, and tr men or yardmen desiring to use the crossover must communic with signal operator at Tower 6 by telephone located in box signal mast just east of El Paso St. When the switch has been locked by the signal operator, and the indicator located at ground stand indicates "clear", the crossover switches may be o ated by hand. After the crossover has been used, the switches m be restored to normal position, and the signal operator at Tow must be so advised by telephone.

The approach signal arm on interlocking signal on No. 3 Tr east of Tower 6 indicates position of home signal arm on Signal 8 just west of Tower 6 on No. 1 Track.

Whistle signals:

Main track movements in either direction with curren traffic, —.

Main track movements between Pacific Lines Track No. 2 T&NO double track in either direction, o — o.

Other main track movements in either direction against cur of traffic, o — —

T&NO Union Depot connection, from either direction, — o

Pacific Lines Union Depot connection, from either direc — o —.

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Illuminated Letter	On Signal	Approaching	Authorizes and Requir Movement as Follow
M...........	11505..	East Lordsburg..	Proceed to train-order o
S...........	11505..	East Lordsburg..	Call yard office for ins tions.

GENERAL REGULATIONS

RULE 824. Instructions for setting hand brakes at:

El Paso. (Octavia St.), T&NO freight yard: Engine mus be cut off freight trains when train or part of train is left we Octavia St. until five or more hand brakes have been set on eas of train, or that part left west of Octavia St. Hand brakes on fr trains must be set with brake club after train has stopped. Any ploye releasing any of these brakes, must set as many othe replace them.

RULE 827. TRAIN INSPECTION

When conditions are favorable, and in the judgment of con tor and engineer it is safe to do so, and when additional stops thereby be avoided, freight trains may run between water s without stopping, provided the distance is not over 60 miles, e freight trains may operate between Strauss and Deming. Inspe must be made at any intermediate stop.

AIR BRAKE RULES

FREIGHT TRAINS

RULE 25. Rear end test shall be made by freight and m trains immediately before leaving:

South siding.

MISCELLANEOUS

1. Avoid taking water at following emergency water sta

Akela, Separ, Afton.

If necessary to take water, take only enough to reach ne restricted water station.

Eastward trains take water at Guthrie.

At Deming, except in emergency, oil-burning engines wi take water from column at coal chute. Trainmen will not fill cars at this column.

4. When more than one engine is used on a train over B 1205.01, over Gila River, at Guthrie, on Clifton Branch, en must be spaced at least five car lengths apart.

29. Within the limits of El Paso Union Depot Company's employes are subject to the Rules and Regulations of that Com

TRACK AND CAR RESTRICTIONS

Separ. Engines must not go beyond point 10 cars from end of spur.

Deming. Engines must not use crossover between warehouse tracks 1 and 2 at Government airport.

Clifton Branch. Tunnels between MP 1212.1 and MP 1214.5 are numbered 1 to 6, commencing at Clifton. Approach Tunnel 6 with caution.

Strauss. Engines must not use curved portion of either leg of wye tracks, except engines may use that part of west leg of wye to pick up or spot cars at unloading box west of pumphouse.

El Paso. East leg of Pacific Lines wye connecting Alamogordo Subdivision main track with roundhouse lead at El Paso cannot be used by engines with rigid wheel base exceeding 15 feet 8 inches and equipped with tenders having water capacity of 7000 gals. or more.

Look out for drifted sand between Anapra and Rio Grande Tunnel, MP 1319.5.

Look out for caving banks in cut east of Rio Grande Tunnel, MP 1319.6 to MP 1319.9.

Look out for drifted sand between Deming and Anapra.

Load limit (car and contents):

Clifton Branch......210,000 pounds.

LOCATIONS WHERE SLOW BOARD RESTRICTIONS APPLY TO ONE OR MORE CURVES, STRUCTURES, OR EXTENDED SECTION OF TRACK

FOR EASTWARD TRAINS			FOR WESTWARD TRAINS		
Location of Slow Board MP	Beginning of Restriction MP	End of Restriction MP	Location of Slow Board MP	Beginning of Restriction MP	End of Restriction MP
DEMING SUBDIVISION					
*1289.2	1290.0	1292.9	*1293.9	1292.9	1290.0
⧫1313.5	1314.3	1318.8	⧫1319.6	1318.8	1314.3
⧫1318.8	1319.6	1319.9	⧫1320.9	1319.9	1319.6
*Track No. 1 ⧫Track No. 2			*Track No. 1 ⧫Track No. 2		

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

Mile Post	At or Near	Description	Overhead Or Side
1319.5	Rio Grande Tunnel		Over and Side
1295.9	El Paso	Building West Side Stanton St.	Side
CLIFTON BRANCH			
1184.3	Duncan	Water Column—Main and Siding	Side
		Trees through Station Grounds	Over and Side
1205.1	Guthrie	Gila River Bridge	Over and Side
		Water Column—Main Track	Side
1216.3	Clifton	San Francisco River Bridge	Over and Side
		Chase Creek Bridge	Side
1189.2 to 1216.4		Rock Cuts	Side
1212.1 to 1214.5		Tunnels Nos. 1, 2, 3, 4, 5 and 6	Over and Side

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS		With Caution Not Exceeding MPH
Through sidings, yard and other side-tracks, crossovers, turnouts, and slip-switches, except:		15
On wye tracks at Lordsburg and Deming		10
On wye tracks at stations not listed above		6
On all turnouts listed below:		
Bowen	East turnout of siding	20
El Paso	West turnout Icehouse Crossover	30
" "	East turnout Icehouse Crossover	20
" "	West lead EP&NE yard	10
" "	Industry tracks	10
" "	Repair, store and material tracks, shop yard	10
" "	Both ends wye track	10
" "	Slip (puzzle) switches	10
Strauss	East turnouts of siding	20
Through any siding, crossover, turnout, or slip-switch with engine backing		10

El Paso. Westward trains and yard engines on No. 3 Track and adjacent track must not exceed speed of 6 MPH over North Campbell Street.

Trains must approach junction switches of Icehouse Crossover with caution.

El Paso. Trains and engines will not exceed speed of 15 MPH between North Campbell and West Main Streets, inclusive.

SPEED RESTRICTIONS: **Maximum speed of Passenger trains must not exceed 50 MPH and Freight and Mixed trains 35 MPH except as otherwise provided for herein, or by bulletin, train order or fixed signal.**

Maximum speed of any train with an engine not shown in Speed Restriction table, 35 MPH, and is further restricted to maximum speed shown for Freight and Mixed trains if less than 35 MPH.

Page No.	TERRITORY	WITH TRAIN — ENGINE RUNNING FORWARD									LIGHT ENGINE RUNNING FORWARD				ENGINE BACKING WITH TRAIN OR LIGHT	
		PASSENGER								FREIGHT AND MIXED						
		P-8 (if CCB*) P-7-10-12 GS Mt	E A P-1-3-4-5-6-11 P-8 (if not CCB*)	T-26-32-37-40	AC-4-5-7-8-9-10-11-12 AC-6 (if CCB*)	T-1-8-9-23-28-31-36-57-58 Mk-5-6-7-8-9 F (if CCB*) SP Gas-elec. cars	M AM-2 B-1	C-2-4-5-8-9-10-18-19-26-27-28-29 TW Mk-2-4 F (if not CCB*) AC-1-2-3-6 (if not CCB*)	C-15-17-32 Mk-10-11 MM-3		E P A Mt GS	T-26-32-37-40 F (if CCB*)	M T-1-8-9-23-28-31-36-57-58 C-2-4-5-8-9-10-18-19-26-27-28-29 Mk-5-6-7-8-9 F (if not CCB*) SP B-1	C-15-17-32 TW Mk-2-4-10-11 AC AM-2 MM-3	E A P C TW B-1 Mk F Mt GS SP	M AC AM-2 MM-3 Gas-elec. cars
6, 7	Lordsburg-Strauss, except:	65	65	60	55	50	45	40	35	40	45	40	35	30	30	25
	*Deming, over street crossings	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15
	Strauss-Anapra	45	45	45	45	45	45	40	35	40	40	35	35	30	30	25
	Anapra-El Paso, except:	50	50	50	50	50	45	40	35	40	40	35	35	30	30	25
	*El Paso, into street intersections	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25
	Tower 6-El Paso Union Depot	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
	Oil Siding-Lawrence	.....	15	15	......	....	15	15	15	15	.....	......	15	15	15	15
	Lordsburg-Franklin	.....	30	30	......	....	30	30	30	30	.....	......	30	30	20	20
	Franklin-Duncan	.....	25	25	......	....	25	25	25	25	.....	......	25	25	20	20
	Duncan-MP 1202.5	.....	25	25	......	....	25	25	25	25	.....	......	25	25	15	15
	MP 1202.5-Smelter	.....	20	20	......	....	20	20	20	20	.....	......	20	20	15	15
	Smelter-Clifton, except:	.....	15	15	......	....	15	15	15	15	.....	......	15	15	15	15
	Curve on Gila River Bridge 1205.01	.....	10	10	......	10	10	10	10	10	.....	......	10	10	10	10
	Clifton, Into Street Intersections	.....	5	5	......	5	5	5	5	5	.....	......	5	5	5	5

*Regulated by City Ordinance.

RATING OF ENGINES—In Ms of 1000 lbs. Back of Tender.

NOMINAL CLASS	ENGINE NUMBERS	Lordsburg to Wilna El Paso to Aden	Wilna to El Paso	Aden to Lordsburg	Lordsburg to Lawrence	Lordsburg to Guthrie So. Siding to Lordsburg	Guthrie to So. Siding Clifton to So. Siding	So. Siding to Clifton Lawrence to Lordsburg
-23	1500 and 1502	2550	2750	2350	230	1300	600	5000
-4	1617 to 1713	2750	3650	3100	380	1750	860	5000
-6, 8	1721 to 1803, 1823 to 1825	3250	4300	3650	470	1920	980	7000
-9, 11	1804 to 1822, 1826 to 1831 and 1836	3450	4550	3650	520	2200	1100	6000
-11	1832 to 1835	3550	4700	4000	540	2250	1150	6000
-1	2242 to 2271	2350	3100	2650	320	1500	730	5000
-8, 9	2161, 2174 and 2178	1650	2250	1900	200	1050	500	5000
-23	2301 to 2310	3400	4500	3800	480	2150	1050	6000
-26	2283 to 2299	3000	3950	3350	390	1850	910	6000
-28, 31	2311 to 2362	3750	4950	4200	550	2400	1200	8000
-32, 40	2363 to 2384	3800	5050	4300	560(E)	2450(E)	1200(E)	8000(E)
-36	2103	2500	3350	2850	380	1570	800	6000
-37	2105 and 2106	3400	4500	3800	490	2100	1050	6000
-57, 58	2385 and 2386	3050	4050	3450	450	1950	980	6000
-1, 3, 5	2408, 2411 to 2413, 2416 to 2418, 2423, 2425 to 2435, 2437 to 2452, 2459 and 2460	3050	4050	3400	370	1900	910	6000
-1	2400, 2403 to 2407 and 2415	3200	4250	3600	390	2000	950	6000
-4	2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436	3350	4450	3750	420	2100	1000	6000
-6	2453, 2454 and 2458	3800	5050	4250	500	2400	1150	8000
-7	2476 and 2477	4050	5350	4550	570	2550	1250	8000
-8, 10	2461 to 2474, 2478 to 2483	4150	5550	4700	......	......	......	......
-8, 10	2475, 2484 to 2491	4400	5850	4950	......	......	......	......
-11	3100 to 3109	3300	4350	3700	430	2050	1000	8000
-12	3120 to 3129	4350	5750	4900	......	......	......	......
-5, 8, 9, 10, 26 to 29	2513 to 2599, 2624 to 2860, 3440 to 3469	4150	5500	4650	620	2640	1350	8000
-15, 32	2500, 2505 to 2507	2650	3500	2950	400	1700	850	5000
-17	2510 and 2511	3250	4300	3650	530	2100	1050	6000
-18	3400 to 3409	3850	5050	4300	600	2450	1250	8000
-19	3410 to 3426	4000	5250	4450	620	2530	1310	8000
W-1	2900 to 2913	3150	4150	3550	480	2000	1000	7000
W-2, 3	2932 to 2952	2500	3350	2850	360	1700	860	7000
W-4, 6	2926 to 2931 and 2957	2400	3150	2700	330	1500	750	6000
W-8	2914 to 2923	3500	4600	3900	520	2200	1100	7000
-3	3029	2400	3200	2700	250	1500	680	6000
-3	3025, 3036, 3052 and 3057	2500	3350	2850	260	1550	710	6000
-6	3000 to 3003	2950	3900	3300	340	1850	860	6000
k-2, 4	3201 to 3240	4650	6150	5200	650(C)	2950(C)	1530(C)	9000(C)
k-5, 6	3241 to 3277	5250	6900	5850	750(C)	3100(C)	1650(C)	10000(C)
k-7, 8, 9	3300 to 3324	5800	7650	6500	......	......	......	......
k-10	3295	4450	5850	5000	700	2850	1450	8000
k-11	3297 and 3298	4250	5650	4800	680	2750	1400	8000
-1	3500 - 3509	7240	9230	8100	......	......	......	......
-1	3600 to 3652	6100	8050	6850				
-3	3653 to 3667	7000	9200	7800				
-4, 5	3668 to 3769	7850	10000	8800				
M-2	3900 to 3911	6850	9050	7700				
M-3	3930 and 3931	8000	10000	8950				
C-1, 2, 3	4000 to 4048	8350	10900	9300				
C-4, 5	4100 to 4125	10800	14000	12000				
C-6 to 12	3800 to 3811, 4126 to 4294	12000	14000	12500				
t-1, 3, 4, 5	4300 to 4376	6300	8300	7050				
t-2	4385 to 4390	5950	7900	6700				
S-1, 2	4400 to 4415	5950	7950	6700				
S-3, 4, 5, 6	4416 to 4469	6650	8700	7400				
P-1, 2, 3	5000 to 5048	8850	10000	10000				
Allowance for Empty and nderloaded Cars	Less than 45 Ms	6	6	6	3	6	3	6
	45 Ms to 55 Ms	3	3	3	3	3	3	3
	More than 55 Ms	0	0	0	0	0	0	0

NOTES:

(B) Applies to Engines 2505, 2506 and 2507 only.

(C) Applies to Engines 3201, 3203 to 3206, 3211, 3213, 3214, 3224, 3227, 3229, 3236, 3237, 3241, 3247, 3251, 3253, 3255, 3259, 3266, 3268, 3271, 3272 and 3274 only.

(E) Applies to all Engines 2363 to 2384 except Engine 2371.

ENGINES FOR WHICH NO RATING IS SHOWN IN THE RATING OF ENGINES TABLE WILL NOT BE PERMITTED TO OPERATE IN THAT TERRITORY UNLESS AUTHORIZED BY SUPERINTENDENT.

RULE 14 (l). Whistle Signal 14 (l) will not be sounded approaching grade street crossings within the city limits of El Paso, except in cases of emergency, but there must be no failure to ring bell while approaching and passing over such crossings.

RULE 21 (C). Engines on incoming trains may display train indicators until arrival on enginehouse track at Carrizozo, and at El Paso (except those arriving Union Depot).

RULE D-71. Trains may move between Anapra and El Paso (Cotton Ave.) with current of traffic irrespective of timetable superiority, but must avoid delaying passenger trains.

Main tracks between Tower 47 and Tower 6 will be used jointly by Deming and Alamogordo Subdivision trains and T&NO trains, and movement between these points must be made with caution, expecting to find main track occupied.

RULE 82 (A). Crews ordered for regular trains and sections of schedules at El Paso (Union Depot) may assume those schedules without clearance and proceed to El Paso (Cotton Ave.) where they must receive train orders and check of trains when necessary, and clearance which must bear dispatcher's O. K.

RULE 83. If a positive observation check is made by eastward trains between El Paso (Union Depot) and Tower 47, check will apply at end of double track.

RULE 83 (B). At open train-order offices, trains may register by ticket as follows:

El Paso (Cotton Ave.), trains originating or terminating at El Paso (Union Depot).

Trains leaving El Paso (Union Depot) show time of departure on ticket left at El Paso (Cotton Ave.).

RULE 93. Yard limits in which the provisions of Rule 93 will apply are established at the following points:

West MP		East MP
1319.87	El Paso (No. 2 Track)	
1291.54	" " (No. 1 Track)	
	" " (Alamogordo Subdivision)	1300.54
1381.47	Alamogordo	1385.06
	" (Inc. wye on Cloudcroft Br.)	
1438.53	Carrizozo	1441.90
1408.13	Cloudcroft	1409.30
1414.47	Russia	1415.31

RULE 95. Sections of schedules may be arranged from El Paso (Union Depot) or Tower 6 by telegram from chief train dispatcher, or to El Paso (Cotton Ave.), where train-order authority will be placed.

RULE D-97 (A). Applies between Anapra and Tower 47.

RULE 98. Railroad crossings at grade not interlocked:

El Paso. T&P main track crossing of River track at Dallas St.;

T&NO wye track crossing of River track at Cotton Ave.;

T&P yard track crossing of River track near foundry. Movement over this crossing may be made only after flagman has preceded movement.

RULE 103 (A). Trains and engines must be preceded by flagman before any movement is made over following street and highway crossings:

El Paso. Crossings of River track at Dallas St., Magoffin Ave Texas St., East San Antonio St., Myrtle Ave., and Bassett Ave.;

All crossings on EP&NE lead in east yard, when making westward movement;

Crossing Cotton Ave., in making movement to or from T&P vi wye connection;

Crossing Dallas St., in making movement to or from Tower 47

Street crossings between North Campbell St., and Main St., o all tracks, when traffic light is not operating;

If trains or engines are stopped and block street crossings i El Paso, promptly communicate with yardmaster.

RULE 104. The normal position of rigid switches at junctio points, end of double track, and certain other locations, is as follows

Alamogordo Jct....Cloudcroft Br., for Carrizozo line.

Toboggan.........When cars are left on either end of switchback, switches at east and west end o switchback must be lined and locked fo westward movement.

DERAILS IN MAIN TRACK

Alamogordo......On Cloudcroft Br., on east leg of wye, 427 feet east of junction switch.

Alamogordo......On Cloudcroft Br., on west leg of wye, 192 feet east of main track switch.

Cloudcroft.......150 feet west of west wye switch.

Russia ....837 feet west of west switch.

RULE D-251. Will apply as follows:

On No. 2 Track Anapra to El Paso (Cotton Ave.).

On No. 1 Track El Paso (Cotton Ave.) to Anapra.

RULE 505. AUTOMATIC BLOCK SYSTEM

Following tracks are not protected by automatic block signals

T&NO tracks 1 and 2 between El Paso St., El Paso, and wes limit of Tower 47.

Pacific Lines track 3 between Tower 6 and Campbell St., E Paso.

Tracks within limits of El Paso Union Depot Company's yard.

RULE 535. SPRING SWITCHES

SPRING SWITCHES OTHER THAN MAIN TRACK

Station	Location	Tracks
El Paso.....	Shop Yard.....	West switch outbound engine track o inbound oil track. West switch outbound coal track o inbound oil track. East end crossover outbound and inbound coal tracks. West end crossover outbound and inbound coal tracks.

RULE 605. INTERLOCKING

Tower 6. Switch at west end Icehouse Crossover is a remote ontrol switch operated from Tower 6. Semi-automatic signal 40 eet west of this switch governs movement to Icehouse Crossover. rains stopped will call signal operator by telephone if remote con-rol appliance is inoperative and secure permission to throw switch y hand. Instructions for operating switch by hand, when so authorzed by signal operator, are located in telephone booth.

The upper arm on interlocking home signal at west end Union epot yard governs movement into Depot tracks, and lower arm overns movement on Track No. 2 to T&NO or Pacific Lines yard.

Switches just east of El Paso (Union Depot) yard for movement to and out of Union Depot tracks, and crossover movement from racks No. 1 and No. 2, are operated from Tower 6. Interlocking ules govern. When signals are not cleared, or the switch is not set r the route required, communicate with signal operator at Tower 6 y telephone located in box on westward signal mast at El Paso St., signal mast near east lead Union Depot, or on iron fence Union epot. Instructions for operating switches by hand, when authorized y signal operator, are located in telephone boxes.

When necessary for a yard engine to use a route that has been ned for a following passenger train the signal operator must immediately be advised by telephone, in order that he may restore the ute and clear signals for the passenger train.

The foreman in charge of switching passenger equipment at st end of Union Depot yard will advise signal operator at Tower 6 y telephone when ready to start switching over Union Depot connection, and signal operator will set this switch and clear signal, aving same in that position until foreman advises switching has een completed.

Conductors of eastward passenger trains advise signal operator y telephone, located in box on Union Depot fence, when train is ady to leave.

The top light on interlocking home signal at El Paso St., governs ovement through crossover into Union Depot yard, and lower light verns movement on Track No. 1.

The crossover used by eastward movements from the westward ack (T&NO Track No. 1) to the eastward track (T&NO Track No. is equipped with a hand operated switch machine located opposite st switch of crossover. The two crossover switches are pipennected and the one lever operates both switches simultaneously. is switch machine is electrically locked from Tower 6, and trainen or yardmen desiring to use the crossover must communicate th signal operator at Tower 6 by telephone located in box on signal ast just east of El Paso St. When the switch has been unlocked by e signal operator, and the indicator located at the ground stand dicates "clear", the crossover switches may be operated by hand. ter the crossover has been used, the switches must be restored to rmal position, and the signal operator at Tower 6 must be so vised by telephone.

The approach signal arm on interlocking signal on Track No. 3 st of Tower 6 indicates position of home signal arm on Signal 8299 st west of Tower 6 on Track No. 1.

Whistle signals:

Main track movements in either direction with current of ffic, —.

Main track movements between Pacific Lines Track No. 2 and NO double track in either direction, o — o.

Other main track movements in either direction against current traffic, o — —.

T&NO Union Depot connection, from either direction, — o o —.

Pacific Lines Union Depot connection, from either direction, o —.

TOWER 47. Whistle signals:

Main track movements in either direction with current of traffic, —

Main track movements in either direction against current of traffic, o — —.

North lead, eastward, — o — o.
North lead, westward, — o —.
South lead, eastward, o — — o.
South lead, westward, o o — —.
To T&P main track, o o — o.
Westward to west yard, o — o o.
To east yard, — — o o.
Eastward to west yard, o — o.
From T&NO yard to Alamogordo Subdivision, — o o —.
From west yard to Alamogordo Subdivision, — — — o.
From Alamogordo Subdivision to T&NO yard, —.
From Alamogordo Subdivision to west yard, o o — — o.
From any point to SP Shop lead eastward, o o — — o o.
From any point to SP Shop lead westward, o o — o o.
SP roundhouse lead eastward, o — — o o.
SP roundhouse lead westward, o o — — o.

Three indication light signal on west side of deck of Austin St. viaduct. Green aspect repeats indication of next home signal for movement on T&NO main track; yellow aspect indicates that crossover is lined for movement to Alamogordo line, but requires movement with caution to next home signal just east of viaduct.

West switch of crossover from T&NO south lead to eastward main track just east of Austin St. viaduct is equipped with electric lock which must be released by signal operator before switch can be hand thrown. Employe must first call signal operator at Tower 47 from phone at old Austin St. yard office. Instructions for operation of electrically locked switch are posted on phone booth. Switch must be restored and lock box door closed and locked immediately after movement is completed.

West switch of crossover from T&NO north yard track 2 to Alamogordo line main track is equipped with electric lock and switch indicator which must be released by signal operator before switch can be hand thrown. Employe must first call signal operator at Tower 47 from phone on adjacent building. When lock is released and switch indicator indicates block is not occupied both crossover switches must be lined before movement is started; and switches must be restored and locked immediately after movement is completed.

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Illuminated Letter	On Signal	Approaching	Authorizes and Requires Movement as Follows
M	13814	Alamogordo	Proceed to west end siding.
S	13814	Alamogordo	Enter siding.
M	13847	Alamogordo	Proceed to east end siding.
S	13847	Alamogordo	Enter siding.

GENERAL REGULATIONS

RULE 824. Instructions for setting hand brakes at:

El Paso (Octavia St.), T&NO and Pacific Lines freight yard: Engine must not be cut off freight trains when train or part of train is left west of Octavia St. until five or more hand brakes have been set on east end of train, or that part left west of Octavia St. Hand brakes on freight trains must be set with brake club after train has stopped. Any employe releasing any of these brakes, must set as many others to replace them.

On Cloudcroft Branch, cars must not be cut off while in motion or before hand brakes have been set with brake club.

RULE 827. TRAIN INSPECTION

When conditions are favorable, and in the judgment of conductor and engineer it is safe to do so, and when additional stops can thereby be avoided, freight trains may run between water stops without stopping, provided the distance is not over 60 miles. Inspection must be made at any intermediate stop.

Stops to permit wheel heat radiation and train inspection will be made at:

High Rolls, La Luz.

AIR BRAKE RULES

RULE 3. Westward trains on the Cloudcroft Branch must use 90 pounds brake pipe pressure.

RULE 17. Retainer line must be coupled up and in use throughout entire train from Russia to Alamogordo.

Sufficient retainers will be used on westward trains between Planeport and El Paso to adjust slack.

FREIGHT TRAINS

RULE 25. Rear end test shall be made by freight and mixed trains immediately before leaving:

High Rolls......Westward.
Cloudcroft......Westward.
Russia ....Westward.

RULE 33. The tonnage of freight or mixed trains between Russia and La Luz must not exceed 80 Ms per operative brake.

Cloudcroft Branch: Air brakes must be used on all cars in all operations.

PASSENGER TRAINS

RULE 38. At Carrizozo when engine crew and/or train crew is changed on passenger trains, but engine is not changed and no angle cock has been closed except for detaching cars on the rear rear end air brake test will be made as follows:

On a passenger train, after the brake pipe has been charged to standard pressure, the engineer will apply the brakes with a 10-pound reduction, then signal the trainmen by one blast of the whistle. The angle cock on the rear of the train will then be opened gently, allowing only enough air to escape to cause brake pipe gage hand in cab to fall without making an emergency application, and then closed. When the engineer notes the hand falling, he will answer with two blasts of the whistle. The trainmen will immediately signal four blasts of the air signal whistle (using the signal cord on rear car) to release brakes. Engineer will then release the brakes by placing the automatic brake valve handle in release until brake pipe is charged to not less than five pounds below standard pressure, slowly returning it to running position, then wait until brake pipe pressure has settled to make one short release by moving the handle momentarily to release and back to running position.

This test to be followed by running test in accordance with Rule 39 as soon as speed permits after starting train and in addition, by exchange of hand or lamp signals between flagman and other members of train crew.

MISCELLANEOUS

1. Freight trains take only sufficient water at Alamogordo to reach Three Rivers.

6. When necessary to turn at Toboggan, enter west leg of wye.

29. Within the limits of El Paso Union Depot Company's yard, employes are subject to the Rules and Regulations of that Company.

TRACK AND CAR RESTRICTIONS

El Paso. East leg of Pacific Lines wye connecting Alamogordo Subdivision main track with roundhouse lead at El Paso cannot be used by engines with rigid wheel base exceeding 15 feet 8 inches and equipped with tenders having water capacity of 7000 gals. or more.

Cloudcroft Branch. All cars handled between Alamogordo Jct. and Russia must be equipped with independent retainer line; have 1½ inches of lateral in end sills on each side of coupler shank; equipped with inside connected brakes, and hand brakes in working condition. Air and hand brakes must work together. Cars more than 42 feet in length outside measurement or 14 feet 6 inches in height from top of rail, or equipped with trucks having more than four wheels, cannot be handled between La Luz and Russia. A. A. R. ruling must be observed covering height of loads in open top cars.

Carrizozo. Engines must not move over coal hopper.

Look out for drifted sand between Planeport and Alvarado, Turquoise and Paxton, and switches at Temporal.

Look out for fallen rocks and trees between La Luz and Russia.

Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Tracks
Engines heavier than 200,000 pounds on drivers	Alamogordo—Breece Lumber Co. log unloading dock; spu to ice plant; lead t S. W. Milling Co. Coach track; Caboose track; Enginehouse lead west of engine house; Repair tracks 1, 2, 3 and 4.
Engines heavier than 160,000 pounds on drivers	Alamogordo—Wood spur (track No 119) connected int Tie Treating Plan lead (track No. 111 with switch on nort side of log pond.

Load limit (car and contents):
Cloudcroft Branch......169,000 pounds.

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS

		With Caution Not Exceedin MPH
Through sidings, yard and other side-tracks, crossovers, turnouts, and slip-switches, except:		15
On wye tracks at Orogrande, Alamogordo Jct., Carrizozo		10
On wye tracks at stations not listed above		6
On all turnouts listed below:		
El Paso	West turnout Icehouse Crossover.	30
" "	East turnout Icehouse Crossover.	20
" "	West lead EP&NE yard	10
" "	Industry tracks	10
" "	Repair, store and material tracks, shop yard	10
" "	Both ends wye track	10
" "	Slip (puzzle) switches	10
Planeport	Water spur	10
Alamogordo	West turnout of siding	20
"	Other tracks, except turnouts from main track and excluding west turnout of siding	10
High Rolls	East end siding	10
Mountain Park	Both ends of siding	10
Toboggan	Wye tracks	10
Cloudcroft	Hotel spur and wye	10
Cox Canon	All tracks	10
Russia	All tracks	10
Carrizozo	Depressed cinder tracks	10
Through any siding, crossover, turnout, or slip-switch with engine backing		10

El Paso. Westward trains and yard engines on No. 3 Trac and adjacent track, must not exceed speed of 6 MPH over Nort Campbell Street.

Trains and engines will not exceed speed of 15 MPH betwee North Campbell and West Main Streets, inclusive.

LOCATIONS WHERE SLOW BOARD RESTRICTIONS APPLY T ONE OR MORE CURVES, STRUCTURES, OR EXTENDED SECTION OF TRACK

FOR EASTWARD TRAINS			FOR WESTWARD TRAINS		
Location of Slow Board M P	Beginning of Restriction M P	End of Restriction M P	Location of Slow Board M P	Beginning of Restriction M P	End of Restriction M P
1297.3	1298.1	1300.2	1301.0	1360.2	1298.1
1381.2	1382.0	1384.2	1385.0	1384.2	1382.0
1431.3	1432.1	1434.8	1435.6	1434.8	1432.1

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

Mile Post	At or Near	Description	Overhea or Side
1382.8	Almagordo	Coal chute—main track	Sid
1412.9	Three Rivers	Water column—main and siding	Sid
	CLOUDCROFT BRANCH		
1414.3	Switch Back	Cribbing	Sid
1408.7	Cloudcroft	Water tank spout—main track	Sid

NOTE—Look out for narrow rock cuts between La Luz and Russia.

bulletin, train order or fixed signal.

Maximum speed of any train with an engine not shown in Speed Restriction table, 35 MPH, and is further restricted to maximum speed shown for Freight and Mixed trains if less than 35 MPH.

Page No.	TERRITORY	WITH TRAIN — ENGINE RUNNING FORWARD									LIGHT ENGINE RUNNING FORWARD				ENGINE BACKING WITH TRAIN OR LIGHT		
		PASSENGER								FREIGHT AND MIXED							
		P-8 (if CCB*) P-7-10-12 GS Mt	E A P-1-3-4-5-6-11 P-8 (if not CCB*)	T-26-32-37-40	AC-4-5-7-8-9-10-11-12 AC-6 (if CCB*)	T-1-8-9-23-28-31-36-57-58 Mk-5-6-7-8-9 F (if CCB*) SP Gas-elec. cars	M AM-2 B-1	C-2-4-5-8-9-10-18-19-26-27-28-29 TW Mk-2-4 F (if not CCB*) AC-1-2-3-6 (if not CCB*)	C-15-17-32 Mk-10-11 MM-3		E P A Mt GS	T-26-32-37-40 F (if CCB*)	M T-1-8-9-23-28-31-36-57-58 C-2-4-5-8-9-10-18-19-26-27-28-29 Mk-5-6-7-8-9 F (if not CCB*) SP B-1	C-15-17-32 TW Mk-2-4-10-11 AC AM-2 MM-3	E A P C TW B-1	Mk F Mt GS SP	M AC AM-2 MM-3 Gas-elec. cars
8, 9	El Paso-Ft. Bliss, except:	60	60	60	55	50	45	40	35	40	45	40	35	30	30	25
	*El Paso, into Street Intersections	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25
	Interlocking Limits Tower 47, El Paso	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
	Ft. Bliss-MP 1319	70	65	60	55	50	45	40	35	40	45	40	35	30	30	25
	MP 1319-Dunes	60	60	60	55	50	45	40	35	40	45	40	35	30	30	25
	Dunes-Carrizozo	65	65	60	55	50	45	40	35	40	45	40	35	30	30	25
	Alamogordo-La Luz	.....	.....	.....	.....	.....	.....	.....	20	20	.....	.....	.....	20	20	20
	La Luz-Russia	.....	.....	.....	.....	.....	.....	.....	12	12	.....	.....	.....	12	12	12

*Regulated by city ordinance.

ALAMOGORDO SUBDIVISION

RATING OF ENGINES—In Ms of 1000 lbs. Back of Tender.

NOMINAL CLASS	ENGINE NUMBERS	El Paso to Carrizozo	Carrizozo to El Paso	Alamogordo to Russia	Russia to Alamogordo
E-23	1500 and 1502	1350	2400		
M-4	1617 to 1713	1800	3200		
M-6, 8	1721 to 1803, 1823 to 1825	2100	3750		
M-9, 11	1804 to 1822, 1826 to 1831 and 1836	2250	3950		
M-11	1832 to 1835	2350	4100		
T-1	2242 to 2271	1550	2700		
T-8, 9	2161, 2174 and 2178	1050	1950		
T-23	2301 to 2310	2250	3900		
T-26	2283 to 2299	1950	3450		
T-28, 31	2311 to 2362	2450	4300		
T-32, 40	2363 to 2384	2500	4400		
T-36	2103	1650	2900		
T-37	2105 and 2106	2250	3900		
T-57, 58	2385 and 2386	2000	3550		
P-1, 3, 5	2408, 2411 to 2413, 2416 to 2418, 2423, 2425 to 2435, 2437 to 2452, 2459 and 2460	1950	3500		
P-1	2400, 2403 to 2407 and 2415	2050	3700		
P-4	2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436	2150	3850		
P-6	2453, 2454 and 2458	2450	4350		
P-7	2476 and 2477	2650	4650		
P-8, 10	2461 to 2474, 2478 to 2483	2700	4800		
P-8, 10	2475, 2484 to 2491	2850	5100		
P-11	3100 to 3109	2150	3800		
P-12	3120 to 3129	2850	5100		
C-5, 8, 9, 10, 26 to 29	2513 to 2599, 2624 to 2860, 3440 to 3469	2700	4750		
C-15, 32	2500, 2505 to 2507	1750	3050	230	2000
C-17	2510 and 2511	2150	3750	320	2000
C-18	3400 to 3409	2550	4400		
C-19	3410 to 3426	2650	4550		
TW-1	2900 to 2913	2100	3600		
TW-2, 3	2932 to 2952	1650	2900		
TW-4, 6	2926 to 2931 and 2957	1550	2750		
TW-8	2914 to 2923	2300	4000		
A-3	3029	1550	2750		
A-3	3025, 3036, 3052 and 3057	1600	2900		
A-6	3000 to 3003	1900	3400		
Mk-2, 4	3201 to 3240	3050	5350		
Mk-5, 6	3241 to 3277	3450	6050		
Mk-7, 8, 9	3300 to 3324	3850	6650		
Mk-10	3295	2950	5100		
Mk-11	3297 and 3298	2850	4900		
B-1	3500 to 3509	4150	7280		
F-1	3600 to 3652	4000	6950		
F-3	3653 to 3667	4550	7900		
F-4, 5	3668 to 3769	4550	7900		
AM-2	3900 to 3911	4550	7900		
MM-3	3930 and 3931	5300	9150		
AC-1, 2, 3	4000 to 4048	5550	9550		
AC-4, 5	4100 to 4125	7200	12400		
AC-6 to 12	3800 to 3811, 4126 to 4294	7200	12500		
Mt-1, 3, 4, 5	4300 to 4376	3650	6450		
Mt-2	4385 to 4390	4000	7000		
GS-1, 2	4400 to 4415	3850	6900		
GS-3, 4, 5, 6	4416 to 4469	4150	7400		
SP-1, 2, 3	5000 to 5048	5400	9350		
Allowance for Empty and Underloaded Cars	Less than 45 Ms	6	6	3	3
	45 Ms to 55 Ms	3	3	3	0
	More than 55 Ms	0	0	0	0

ENGINES FOR WHICH NO RATING IS SHOWN IN THE RATING OF ENGINES TABLE WILL NOT BE PERMIT TO OPERATE IN THAT TERRITORY UNLESS AUTHORIZED BY SUPERINTENDENT.

RULE 10 (J). Following slow boards have lamp attached which displays yellow light at night: Eastward at MP 1560.6 and westward at MP 1562.6. This light is to call attention to slow board, and is not a yellow signal referred to in Rule 10 (H).

RULE 21 (C). Engines on incoming trains may display train indicators until arrival on enginehouse track at Carrizozo, Tucumcari and Dawson.

RULE 83 (B). Trains arriving Dawson deliver register ticket with waybills to engine foreman, when on duty, for delivery to operator.

RULE 91. Westward trains between Cabeza and Campana must keep not less than fifteen minutes apart.

RULE 93. Yard limits in which the provisions of Rule 93 will apply are established at the following points:

West MP		East MP
438.53	Carrizozo	1441.90
523.65	Vaughn	1526.55
567.79	Santa Rosa	1569.69
624.95	Tucumcari	1629.19
	" (Dawson Br.)	1629.29
695.08	Roy	1696.86
740.34	French	1742.37
757.15	Dawson	1759.57

RULE 104. The normal position of rigid switches at junction points, end of double track, and certain other locations, is as follows:

Tucumcari......Dawson Br., for stock track.

DERAILS IN MAIN TRACK

Dawson......550 feet west of west switch.

RULE 105. Following tracks are designated for use as sidings:

Vaughn. First track north of main track is westward siding for westward trains. Second track north of main track is eastward siding for eastward trains.

Santa Rosa. First track north of main track is westward siding for westward trains. Second track north of main track is eastward siding for eastward trains and connects with westward siding at both ends. West switch of eastward siding must be left lined for westward siding, and east switch of eastward siding must be left lined for eastward siding.

RULE 221. No. 975 must obtain clearance before leaving French.

Light will not be displayed in train-order signal at following stations, except when train-order operator is on duty:

Mosquero, Roy.

RULE 510. The following block signals equipped with triangular number plate displaying the letter "P" have included in their control limits some special protective device:

Eastward Signal	Protection	Westward Signal
P-14786	High water detector, Arch at MP 1479.90	P-14805
P-14900	Spring switch, west end siding, Corona	
	Spring switch, east end siding, Corona	P-14911
P-15578	Spring switch, west end siding, Arabella	
	Spring switch, east end siding, Arabella	P-15589
P-15616	Fire detector, bridge 1561.65	P-15621
P-15682	Spring switch, west end westward siding, Santa Rosa	
	Spring switch, east end westward siding, Santa Rosa	P-15693
	Spring switch, east end siding, Los Tanos	P-15781
P-16260	Spring switch, west end yard track, Tucumcari	

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows, and speed indicated must not be exceeded while trailing through these switches:

Location		Normal Position	Max. Speed MPH
Corona	West end siding	Main track	20
Corona	East end siding	Main track	20
Arabella	West end siding	Main track	15
Arabella	East end siding	Main track	15
Santa Rosa	West end westward siding	Main track	15
Santa Rosa	East end westward siding	Main track	15
Los Tanos	East end siding	Main track	20
Tucumcari	West end yard track	Main track	20

SPRING SWITCHES OTHER THAN MAIN TRACK

Station	Location	Track
Tucumcari	East Yard	West switch of East yard west lead on Track No. 9.

RULE 825. Portable rail skids are hung on posts at lower end of siding at:

Arabella.

When necessary to leave cars on siding permission must first be obtained from chief train dispatcher, after which rail skid must be placed on rail and leading wheel of first car in descending direction run onto the rail skid, and hand brakes set if brakes are operative, before engine is detached. Trains picking up cars from this siding must remove rail skid and return it to proper post and lock it in place with switch lock.

RULE 827. TRAIN INSPECTION

When conditions are favorable, and in the judgment of conductor and engineer it is safe to do so, and when additional stops can thereby be avoided, freight trains may run between water stops without stopping, provided the distance is not over 60 miles, except freight trains may operate between Ancho and Vaughn. Inspection must be made at any intermediate stop.

Stops to permit wheel heat radiation and train inspection will be made at:

Medio, Campana.

AIR BRAKE RULES

RULE 3. Westward trains between Mosquero and Campana must use 90 pounds brake pipe pressure.

RULE 17. Retaining valves must be used on all cars on westward trains Cabeza to Campana.

FREIGHT TRAINS

RULE 25. Rear end test shall be made by freight and mixed trains immediately before leaving:

Medio..........Westward.
Cabeza.........Westward.
Mosquero......Westward.

RULE 33. Westward trains from Cabeza to Campana must not handle more than 60 freight cars in one train.

Dawson. Air brakes must be used on all cars moved from tipples or intermediate points to train yard and on all cars moved from train yard to storage yards above tipples or intermediate points, also must be used on other tracks where grade conditions and tonnage handled make it necessary for safe operation, and rear end air test made before cars are moved.

PASSENGER TRAINS

RULE 38. At Carrizozo when engine crew and/or train crew is changed on passenger trains, but engine is not changed and no angle cock has been closed except for detaching cars on the rear, rear end air brake test will be made as follows:

On a passenger train, after the brake pipe has been charged to standard pressure, the engineer will apply the brakes with a 10-pound reduction, then signal the trainmen by one blast of the whistle. The angle cock on the rear of the train will then be opened gently, allowing only enough air to escape to cause brake pipe gage hand in cab to fall without making an emergency application, and then closed. When the engineer notes the hand falling, he will answer with two blasts of the whistle. The trainmen will immediately signal four blasts of the air signal whistle (using the signal cord on rear car) to release brakes. Engineer will then release the brakes by placing the automatic brake valve handle in release until brake pipe is charged to not less than five pounds below standard pressure, slowly returning it to running position, then wait until brake pipe pressure has settled to make one short release by moving the handle momentarily to release and back to running position.

This test to be followed by running test in accordance with Rule 39 as soon as speed permits after starting train and in addition, by exchange of hand or lamp signals between flagmen and other members of train crew.

RULE 39. Running test shall be made:

MP 1488.85......Eastward and westward passenger trains.
MP 1672........(East of Cabeza)—Westward trains.

MISCELLANEOUS

1. Avoid taking water at following emergency water stations: Cuervo, Roy.

If necessary to take water, take only enough to reach next unrestricted water station.

Eastward freight trains must not take water at Santa Rosa or Cuervo unless in emergency and should ascertain before passing Pastura if it will be necessary for engines to take water and if so take full tank at Pastura.

Promptly report to chief train dispatcher any leak observed in water service pipeline between Carrizozo and Pastura.

4. When more than one engine is used on a train over Bridges 1631.50, 1638.93 and 1740.80, Dawson Branch, engines must be spaced at least five car lengths apart or run singly over these bridges.

TRACK AND CAR RESTRICTIONS

Carrizozo. Engines must not move over coal hopper.

Vaughn. Engines must not go beyond clearance point on new outfit spur.

Hawks. Engines must not use New Mexico Construction Company's industry track beyond sign reading: "Engines do not pass this point"; or on siding beyond sign reading: "Railroad employes must not move engines through this switch".

Look out for drifted sand between switches at Robsart; and for fallen rocks and trees during or after rains or thaws between Arabella and Pintado, and Santa Rosa and Hawks.

Dawson Branch. Look out for drifted sand between Tucumcari and Canadian and between Abbott and Colfax, and fallen rocks and trees between Canadian and Cabeza.

At Cabeza and Taylor when using Mikado type engine to place coal on coal chute trestles, sufficient cars must be handled to prevent engine occupying trestle.

Engines must not use coal chute hopper on coal track at Pintado, nor pass beyond sign reading "Engines must not pass this point".

Engines listed must not operate on tracks shown below:

Class of Engine		Restricted Tracks
Engines heavier than 178,000 pounds on drivers	Tucumcari	Dawson yard, repair and coal storage tracks, water and reclamation spurs.
	Dawson	Spur to P. D. Merc. Co., and new main track beyond tipple derail.

Load limit (car and contents):
Dawson Branch........210,000 pounds.

LOCATIONS WHERE SLOW BOARD RESTRICTIONS APPLY ONE OR MORE CURVES, STRUCTURES, OR EXTENDED SECTION OF TRACK

FOR EASTWARD TRAINS			FOR WESTWARD TRAINS		
Location of Slow Board M P	Beginning of Restriction M P	End of Restriction M P	Location of Slow Board M P	Beginning of Restriction M P	End o Restricti M P
1462.9	1463.7	1474.0	1474.8	1474.0	1463.7
1486.8	1487.6	1488.8	1489.6	1488.8	1487.
1490.3	1491.1	1492.1	1492.9	1492.1	1491.1
1513.3	1514.1	1518.1	1519.0	1518.2	1514.1
1518.5	1519.3	1519.9	1520.7	1519.9	1519.
1528.5	1529.3	1531.6	1532.4	1531.6	1529.
1554.2	1556.0	1560.1	1561.4	1560.6	1555.0
*1560.8	1561.6	1561.7	1562.5	1561.7	1561.
1566.4	1567.2	1570.2	1571.0	1570.2	1567.
1569.4	1570.2	1596.0	1596.8	1596.0	1570.
1608.2	1609.0	1610.9	1611.7	1610.9	1609.0
1618.1	1618.9	1621.7	1622.5	1621.7	1618.

*Pintado Canyon Bridge

LOCATION OF OVERHEAD AND SIDE STRUCTURES NO STANDARD CLEARANCE ON MAIN TRACK AND SIDING

Mile Post	At or Near	Description	Overhe or Si
		EL PASO - TUCUMCARI	
1482.5	Gallinas	Water column, main and siding	S
1525.4	Vaughn	West water column at station—main and siding	S
1547.2	Pastura	Water column, main and siding	S
1563.7	Pintado	Coal chute—main track	S
1568.3	Santa Rosa	Water column—main and siding	S
1585.8	Cuervo	Water column—main and siding	S
1606.7	Montoya	Water column—main and siding	S
		DAWSON BRANCH	
1639.0	Bridge 1638.93	Bridge over Canadian River	S
1673.0	Cabeza	Coal chute—main track	S
1715.6	Abbott	Water tank spout—main track	S
1729.8	Taylor	Coal chute—main track	S
		NOTE—Look out for narrow rock cuts between Tucumcari and Cabeza.	

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS

		With Cauti Not Excee MPH
Through sidings, yard and other side-tracks, crossovers, turnouts, and slip-switches, except:		15
On wye tracks at Carrizozo and Tucumcari		10
On wye tracks at stations not listed above		6
On all turnouts listed below:		
Carrizozo	Depressed cinder tracks	10
Robsart	East and west turnouts of siding	20
Luna	Pumphouse spur	10
Corona	East and west wye	10
Pastura	West turnout of siding	20
Tucumcari	West turnout No. 1 track	20
"	East lead of west yard	10
"	East and west leads east yard	10
"	Dawson yard tracks	10
Campana	Wye tracks	10
Cabeza	Track No. 2 and wye	10
Roy	Track No. 2 and industry tracks	10
Mills	Track No. 2 and wye	10
Dawson	All tracks	10
Through any siding, crossover, turnout, or slip-switch with engine backing		10

bulletin, train order or fixed signal.

Maximum speed of any train with an engine not shown in Speed Restriction table, 35 MPH, and is further restricted to maximum speed shown for Freight and Mixed trains if less than 35 MPH.

Page No.	TERRITORY	WITH TRAIN — ENGINE RUNNING FORWARD									LIGHT ENGINE RUNNING FORWARD				ENGINE BACKING WITH TRAIN OR LIGHT	
		PASSENGER														
		P-8 (if CCB*) P-7-10-12 GS Mt	E A P-1-3-4-5-6-11 P-8 (if not CCB*)	T-26-32-37-40	AC-4-5-7-8-9-10-11-12 AC-6 (if CCB*)	T-1-8-9-23-28-31-36-57-58 Mk-5-6-7-8-9 F (if CCB*) SP Gas-elec. cars	M AM-2 B-1	C-2-4-5-8-9-10-18-19-26-27-28-29 TW Mk-2-4 F (if not CCB*) AC-1-2-3-6 (if not CCB*)	C-15-17-32 Mk-10-11 MM-3	FREIGHT AND MIXED	E P A Mt GS	T-26-32-37-40 F (if CCB*)	M T-1-8-9-23-28-31-36-57-58 C-2-4-5-8-9-10-18-19-26-27-28-29 Mk-5-6-7-8-9 F (if not CCB*) SP B-1	C-15-17-32 TW Mk-2-4-10-11 AC AM-2 MM-3	E Mk A F P Mt C GS TW SP B-1	M AC AM-2 MM-3 Gas-elec. cars
10, 11	Carrizozo-Tucumcari	60	60	60	55	50	45	40	35	40	45	40	35	30	30	25
	Tucumcari-Campana	......	......	......	......	35	35	35	35	30	30	30	30	30	20	20
	Campana-Cabeza (Eastward)	......	......	......	......	20	20	20	20	20	20	20	20	20	20	20
	Cabeza-Campana (Westward)	......	......	......	......	15	15	15	15	15	15	15	15	15	15	15
	Cabeza-Dawson	......	......	......	......	35	35	35	35	30	30	30	30	30	20	20
	Dawson, over road crossing, east of station	......	......	......	......	4	4	4	4	4	4	4	4	4	4	4
	Dawson Branch, over Bridges 1631.50, 1638.93, 1644.15, 1647.81, 1648.57, and 1740.80, Mk Engines	......	......	......	......	......	......	......	......	15	......	......	15	15	15	15

RATING OF ENGINES—In Ms of 1000 lbs. Back of Tender.

NOMINAL CLASS	ENGINE NUMBERS	Carrizozo to Elda Santa Rosa to Tucumcari Tucumcari to Gallinas	Elda to Santa Rosa	Gallinas to Carrizozo	Tucumcari to Campana Cabeza to Dawson	Campana to Cabeza	Dawson to Taylor Mills to Canadian	Taylor to Mills Canadian to Tucumcari
E-23	1500 and 1502	1350	1600	2400	1000	440	2900	1400
M-4	1617 to 1713	1800	2150	3200	1350	660	3850	1900
M-6, 8	1721 to 1803, 1823 to 1825	2100	2500	3750	1600	800	4500	2200
M-9, 11	1804 to 1822, 1826 to 1831 and 1836	2250	2650	3950	1700	860	4750	2350
M-11	1832 to 1835	2350	2800	4100	1800	910	4950	2450
T-1	2242 to 2271	1550	1800	2700	1150	560	3250	1600
T-8, 9	2161, 2174 and 2178	1050	1300	1950	810	370	2350	1150
T-23	2301 to 2310	2250	2650	3900	1650	830	4700	2350
T-26	2283 to 2299	1950	2300	3450	1450	700	4150	2050
T-28, 31	2311 to 2362	2450	2900	4300	1850	930	5200	2600
T-32, 40	2363 to 2384	2500	2950	4400	1900(E)	950(E)	5300(E)	2600(E)
T-36	2103	1650	1950	2900	1350	450	3000	1500
T-37	2105 and 2106	2250	2650	3900	1700	840	4700	2350
T-57, 58	2385 and 2386	2000	2400	3550	1500	760	4250	2100
P-1, 3, 5	2408, 2411 to 2413, 2416 to 2418, 2423, 2425 to 2435, 2437 to 2452, 2459 and 2460	1950	2350	3500	1450	690	4250	2050
P-1	2400, 2403 to 2407 and 2415							
P-4	2401, 2402, 2409, 2410, 2414, 2419, 2420, 2422, 2424 and 2436	2050	2450	3700	1550	720	4450	2150
P-6	2453, 2454 and 2458	2150	2600	3850	1600	760	4650	2250
P-7	2476 and 2477	2450	2950	4350	1850	890	5250	2600
P-8, 10	2461 to 2474, 2478 to 2483	2650	3150	4650	2000	980	5600	2750
P-8, 10	2475, 2484 to 2491	2700	3200	4800	....	....	....	....
P-11	3100 to 3109	2850	3400	5100	1600	770	4550	2250
P-12	3120 to 3129	2150	2550	3800	....	....	....	....
		2850	3450	5100				
C-5, 8, 9, 10, 26 to 29	2513 to 2599, 2624 to 2860, 3440 to 3469	2700	3250	4750	2050	1000	5650	2850
C-15, 32	2500, 2505 to 2507	1750	2050	3050	1300	660	3650	1800
C-17	2510 and 2511	2150	2550	3750	1650	850	4500	2250
C-18	3400 to 3409	2550	3000	4400	1950	970	5250	2850
C-19	3410 to 3426	2650	3150	4550	2050	1025	5500	2900
TW-1	2900 to 2913	2100	2450	3600	1550	790	4350	2150
TW-2, 3	2932 to 2952	1650	1950	2900	1250	620	3500	1750
TW-4, 6	2926 to 2931 and 2957	1550	1850	2750	1150	570	3300	1650
TW-8	2914 to 2923	2300	2700	4000	1750	870	4800	2400
A-3	3029	1550	1850	2750	1150	500	3350	1600
A-3	3025, 3036, 3052 and 3057	1600	1900	2900	1200	530	3500	1700
A-6	3000 to 3003	1900	2250	3400	1400	650	4100	2000
Mk-2, 4	3201 to 3240	3050	3600	5350	2420	1160	6720	3310
Mk-5, 6	3241 to 3277	3450	4150	6050	2650	1325	7250	3625
Mk-7, 8, 9	3300 to 3324	3850	4550	6650	2900	1450	8000	3800
Mk-10	3295	2950	3500	5100	2250	1150	6150	3100
Mk-11	3297 and 3298	2850	3350	4900	2150	1100	5900	2950
B-1	3500 to 3509	4150	5000	7280	....	....	....	....
F-1	3600 to 3652	4000	4750	6950				
F-3	3653 to 3667	4550	5450	7900				
F-4, 5	3668 to 3769	4550	5450	7900				
AM-2	3900 to 3911	4550	5350	7900				
MM-3	3930 and 3931	5300	6250	9150				
AC-1, 2, 3	4000 to 4048	5550	6500	9550				
AC-4, 5	4100 to 4125	7200	8500	12400				
AC-6 to 12	3800 to 3811, 4126 to 4294	7200	8800	12500				
Mt-1, 3, 4, 5	4300 to 4376	3650	4400	6450				
Mt-2	4385 to 4390	4000	4750	7000				
GS-1, 2	4400 to 4415	3850	4600	6900				
GS-3, 4, 5, 6	4416 to 4469	4150	4950	7400				
SP-1, 2, 3	5000 to 5048	5400	6400	9350				
Allowance for Empty and Underloaded Cars	Less than 45 Ms 45 Ms to 55 Ms More than 55 Ms	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0

NOTE:

(E) Applies to all Engines 2363 to 2384 except Engine 2371.

ENGINES FOR WHICH NO RATING IS SHOWN IN THE RATING OF ENGINES TABLE WILL NOT BE PERMIT TO OPERATE IN THAT TERRITORY UNLESS AUTHORIZED BY SUPERINTENDENT.

(E)

384

MITT

SANTA ROSA SUBDIVISION

RATING OF ENGINES—In Ms of 1000 lbs. Back of Tender.

ENGINE CLASS	ENGINE NUMBERS	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
M-33	1530 and 1535	1250	1900	2400	1000	460	2000
M-4	1657 to 1712	1800	2150	2930	1250	680	2650
M-6, 8	1737 to 1801, 1835 to 1838	2100	2600	3750	1800	860	4300
M-9, 23	1804 to 1825, 1839 to 1843 and 1856	1800	2600	2950	1700	860	4750
M-12	1838 to 1840	2250	2800	4100	1550	910	4950
T-1	2245 to 2271	1550	1800	2700	1150	560	3350
T-6, 9	2101, 2114 and 2136	1050	1350	1950	850	470	2450
T-25	2281 to 2288	2350	2050	3900	1650	820	4700
T-26	2288 to 2300	1950	2250	2450	1550	750	4150
T-28, 31	2411 to 2442	2400	2600	4200	1850	960	5200
T-29, 40	2353 to 2385	2600	2650	4400	1900(X)	950(X)	5200(X)
T-36	2408	1650	1950	2900	1370	425	3600
T-37	2105 and 2106	2250	2650	3800	1700	840	4700
T-37, 38	2365 and 2386	2000	2400	3500	1650	780	4250
P-1, 3, 8	2424, 2431 to 2435, 2440 to 2442, 2425, 2426 to 2428, 2437 to 2453, 2459 and 2460	1950	2350	3400	1430	690	4350
P-1	2430, 2408 to 2437 and 2460	2050	2500	3700	1440	730	4450
P-4	2410, 2422, 2409, [illegible], 2412, 2419, 2420, 2432, 2434 and 2436	2150	2350	3850	1550	780	4650
P-6	2451, 2454 and 2456	2450	2800	4250	2050	880	5200
P-8	2438 and 2439	2650	3150	4600	2000	950	5800
P-8, 10	2441 to 2444, 2450 to 2462	2550	3200	4900			
P-9, 10	2425, 2456 and 2457	2850	3400	5100			
P-12	2400 to 2419	2150	2550	3600	1800	770	4350
P-13	2100 to 2109	2650	3400	5100			
C-5, 6, 9, 15, 20 to 23	3103 to 3349, 3350 to 3389, 3412 to 3699	2700	3350	4750	2000	1000	5900
C-18, 30	3600, 3800 to 3807	1750	2050	2950	1250	630	3700
C-27	3810 and 3811	2150	2650	3750	1550	880	4550
C-28	3400 to 3402	2550	3000	4400	1850	920	5100
C-30	3410 to 3456	2800	3150	4550	2050	1050	5800
TW-1	3000 to 3232	2100	2450	3800	1450	720	4550
TW-5, 8	2953 to 2962	1650	1900	2800	1250	620	3600
TW-7, 8	2926 to 2931 and 2957	1550	1850	2700	1150	550	3350
TW-9	2914 to 2923	2300	2700	4000	1730	830	4900
A-3	3030	1550	1850	2700	1150	550	3350
A-5	3025, 3036, 3053 and 3052	1600	1900	2800	1200	580	3500
A-6	3050 to 3053	1900	2250	3400	1400	680	4100
Mt-1, 2	3200 to 3240	3000	3600	5550	2420	1150	6750
Mt-3, 5	3241 to 3257	3450	4150	6050	2650	1325	7250
Mt-7, 8, 9	3260 to 3334	3550	4000	6400	2400	1400	8000
Mt-10	3335	2900	3500	5100	2250	1150	6150
Mt-11	3337 and 3338	2800	3350	4900	2150	1100	5900
E-1	3500 to 3579	4100	5050	7350			
F-1	3600 to 3632	4500	4750	6950			
F-3	3653 to 3697	5250	5450	7900			
F-4, 5	3698 to 3760	5300	5450	7950			
AM-2	3800 to 3811	4850	5350	7800			
MM-1	3830 and 3831	5300	6250	9150			
AC-1, 2, 3	4000 to 4048	5550	6500	9450			
AC-4, 5	4100 to 4125	7300	8500	12400			
AC-6 to 12	4126 to 4211, 4129 to 4294	7350	8600	12500			
SP-1, 3, 4, 5	4300 to 4314	3650	4300	6450			
SP-2	4325 to 4330	4050	4750	7000			
GS-1, 2	4400 to 4415	3850	4500	6600			
GS-3, 4, 5, 6	4416 to 4457	4150	4850	7400			
SP-1, 2, 3	5000 to 5004	5400	6400	9350			
Allowance for Empty and Unattended Cars	Less than 45 Ms	8	6	8	8	8	8
	45 Ms to 55 Ms	3	3	3	3	3	3
	More than 55 Ms	0	0	0	0	0	0

NOTE:

(X) Applies to all Engines 2380 to 2385 except Engine 2381.

ENGINES FOR WHICH NO RATING IS SHOWN IN THE RATING OF ENGINES TABLE WILL NOT BE
TO OPERATE IN THAT TERRITORY UNLESS AUTHORIZED BY SUPERINTENDENT.

SPEED TABLE

TIME PER MILE	MILES PER HOUR
36"	100
37"	97.3
38"	94.7
39"	92.3
40"	90
41"	87.8
42"	85.7
43"	83.7
44"	81.8
45"	80
46"	78.3
47"	76.6
48"	75
49"	73.5
50"	72
51"	70.6
52"	69.2
53"	67.9
54"	66.6
55"	65.4
56"	64.2
57"	63.2
58"	62.1
59"	61
1:00"	60
1:01"	59
1:02"	58
1:03"	57.1
1:04"	56.2
1:05"	55.3
1:06"	54.5
1:07"	53.7
1:08"	52.9
1:09"	52.1
1:10"	51.4
1:11"	50.7
1:12"	50
1:13"	49.3
1:14"	48.6
1:15"	48
1:16"	47.3
1:17"	46.7
1:18"	46
1:19"	45.5
1:20"	45
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
2:00"	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
6:00"	10
7:00"	[illegible]
7:30"	8
8:00"	[illegible]
10:00"	6

DIVISION MILEAGE

Main Lines

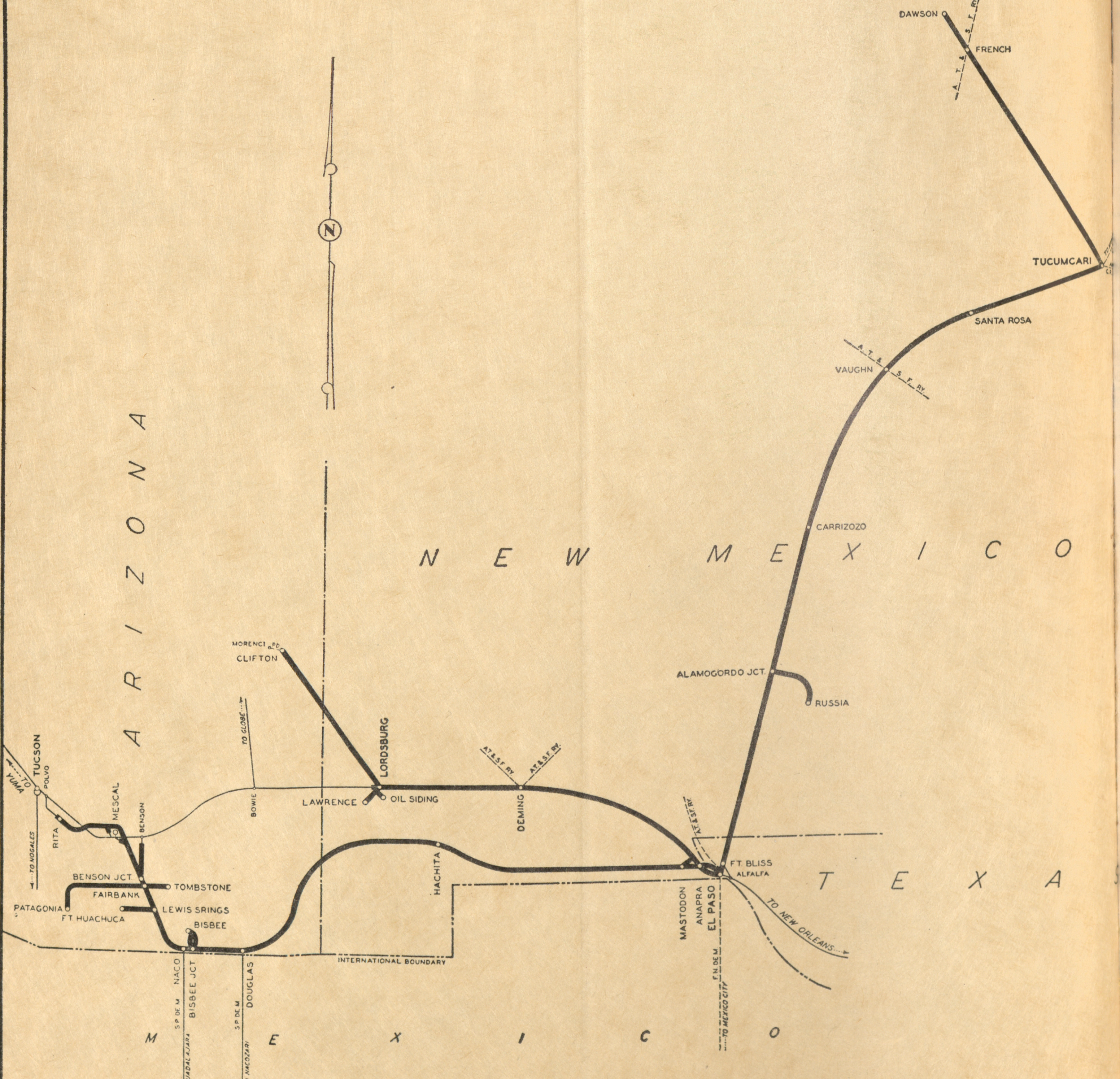
sburg to El Paso	S. P. R. R. (Includes 1st Track)	148.00	
	T. & N. O. R. R.	3.59	
Tucson Division to Tucumcari	E. P. & S.W. R. R. (Includes 2nd Trk.)	448.30	
	E. P. & S. W. R. R. of Texas	20.85	
	E. P. R. I. Ry	127.51	
	C. R. I. & P. Ry	60.41	
Total Main Line			808.66

Branches

on-Fairbank	EP&SWRR	Benson, Initial Point E. P. & S. W. R. R. to Benson Jct.		17.23	
ee	EP&SWRR	Bisbee Jct. to Bisbee		8.08	
ee-Lowell Cutoff	EP&SWRR	Corta to Lowell via Warren		2.84	
on	SPRR	Lordsburg to Initial Point E. P. & S. W. R. R.	.03		
	EP&SWRR	Initial Point E. P. & S. W. R. R. to Clifton	70.32	70.35	
dcroft	EP&SWRR	Alamogordo Jct. to Russia		31.56	
son	Dawson Ry	Tucumcari to Dawson		131.96	
Huachuca	EP&SWRR	Lewis Springs to Ft. Huachuca		14.23	
sburg Oil Siding	SPRR	Lordsburg to Initial Point E. P. & S. W. R. R.	.10		
	EP&SWRR	Lordsburg to Oil Siding	.88	.98	
gonia	EP&SWRR	Fairbank to Initial Point S. P. R. R.	.05		
	SPRR	Fairbank to Patagonia	43.80	43.85	
bstone	EP&SWRR	Fairbank to Tombstone		9.94	
ence	EP&SWRR	M. P. 1147.75 to Lawrence		3.33	
Total Branches					334.35
Total Rio Grande Division					1143.01

SPEED TABLE

TIME PER MILE	MILES PER HOUR
36″	100
37″	97.3
38″	94.7
39″	92.3
40″	90
41″	87.8
42″	85.7
43″	83.7
44″	81.8
45″	80
46″	78.3
47″	76.6
48″	75
49″	73.5
50″	72
51″	70.6
52″	69.2
53″	67.9
54″	66.6
55″	65.4
56″	64.2
57″	63.1
58″	62
59″	61
1′00″	60
1′01″	59
1′02″	58
1′03″	57.1
1′04″	56.2
1′05″	55.3
1′06″	54.5
1′07″	53.7
1′08″	52.9
1′09″	52.1
1′10″	51.4
1′11″	50.7
1′12″	50
1′13″	49.3
1′14″	48.6
1′15″	48
1′16″	47.3
1′17″	46.7
1′18″	46
1′19″	45.5
1′20″	45
1′25″	42.3
1′30″	40
1′35″	37.9
1′40″	36
1′45″	34.3
1′50″	32.7
1′55″	31.3
2′00″	30
2′15″	26.6
2′30″	24
2′45″	21.8
3′00″	20
3′30″	17.1
4′00″	15
5′00″	12
6′00″	10
7′00″	8.6
7′30″	8
8′00″	7.5
10′00″	6


DAWSON
A. T. & S. F. RY.
FRENCH
TUCUMCARI
SANTA ROSA
A. T. & S. F. RY.
VAUGHN
N
CARRIZOZO
NEW MEXICO
ARIZONA
ALAMOGORDO JCT.
RUSSIA
MORENCI
CLIFTON
TO GLOBE
LORDSBURG
AT.& S.F. RY.
AT.& S.F. RY.
TO YUMA
TUCSON
POLVO
MESCAL
BENSON
BOWIE
LAWRENCE
OIL SIDING
DEMING
A.T. & S.F. RY.
RITA
TO NOGALES
BENSON JCT.
TOMBSTONE
FAIRBANK
PATAGONIA
LEWIS SRINGS
FT. HUACHUCA
BISBEE
HACHITA
FT. BLISS
ALFALFA
TEXAS
MASTODON
ANAPRA
EL PASO
TO NEW ORLEANS
INTERNATIONAL BOUNDARY
NACO
BISBEE JCT
S.P. DE M.
DOUGLAS
S.P. DE M.
F. N. DE M.
MEXICO
TO GUADALAJARA
TO NACOZARI
TO MEXICO CITY

RIO GRANDE DIVISION